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Billie H. Hix

Chief, Archives Branch
The Albert F. Simpson Historical
Research Center

BILLIE H. HIX
Chief, Technical Systems Branch
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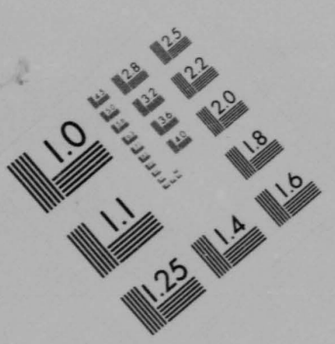

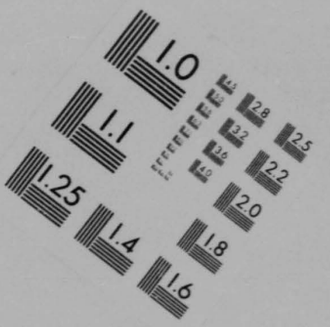

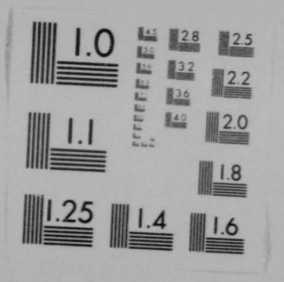

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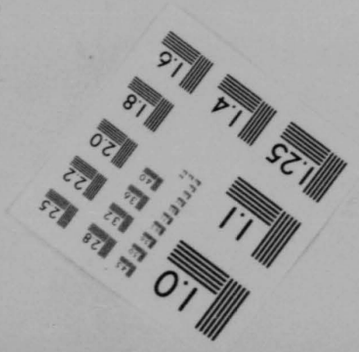

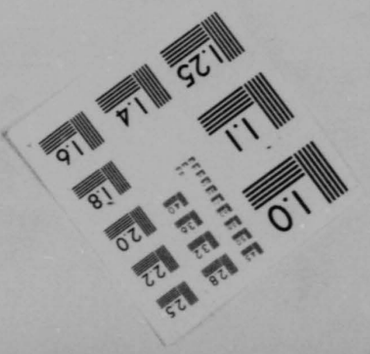

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184.05-13
29 Dec 1941

Dispersion, Protection and Camouflage
of Army AF Establishments
Dec 27, 1941

P.R.C.

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Reproduced January 20, 1942
by The Engineer Board.

AAF/A-4
JBM/lmd

Written December 27, 1941.

POLICY ISSUED JANUARY 1ST BY

AIR STAFF, A-4

(As of January 20, most recent)

MEMORANDUM FOR THE COMMANDING GENERAL, FIELD FORCES, ARMY AIR COLLEGE:

Subject: Dispersion, Protection and Camouflage of Army Air Force Establishments.

1. Pending publication of a War Department Policy covering dispersion, protection and camouflage of military establishments in combat zones, the following principles are issued as a guide in the layout, design and construction of Army Air Force installations.

2. The War Department Construction Policy, AG 600.12 (8-8-41) MC-D-M, dated August 19, 1941 was issued to standardize and control construction in the interests of securing maximum facilities at lowest practicable costs, and of providing installations located for efficient and economical operation, maintenance and administration. In areas not subjected to serious enemy activity, this policy is still sound and construction in such areas will be governed accordingly.

3. In areas where there exists a definite threat of serious enemy activity, establishments vital to the war effort must be layed out, designed and built to provide reasonable assurance of continuous operations under war conditions. Installations must be dispersed, protected, concealed and camouflaged sufficiently to insure against serious disruptions. It is recognized that the protective requirements will add to the cost of installations, and that some small sacrifice must be made in the economy, efficiency and convenience of operation and administration. These latter considerations must be subordinated to the extent required to meet the necessities of war.

4. In view of the above, Army Air Force establishments in the interior of the continental United States will continue to be laid-out and designed as previously prescribed. At overseas bases and along the coastal air frontiers, however, all vital new establishments will be designed to meet war requirements and will be dispersed, protected and camouflaged to the extent indicated herein.

5. For purposes of clarity and uniformity, the following definitions are adopted for use hereinafter:

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(1) Airdrome - A landing field at which military facilities for shelter, supply and repair of aircraft have been provided. (AR 95-35) This is the generic term for all military airfields.

(2) Air Base - An Air Base is a command which comprises the installation and facilities required by and provided for the operation, maintenance, repair and supply of a specific Air Force. (AR 55-35) In its strict sense, the term Air Base can be applied only to an area. However, most existing military airfields are now called Air Bases because it is contemplated that, under operational use, they will provide supply and repair facilities for a large number of units concentrated in the vicinity on auxiliary airdromes.

(3) Auxiliary Airdromes - An airfield located within an Air Base operated as an annex. It does not have all servicing, supply and repair facilities sufficient for its operation. This type of airfield is also called a satellite field.

(4) Alternate Airdrome - An airfield available for the use of military units in lieu of the airdrome to which assigned.

(5) Advanced Landing Field - An area of land near the general front available for the take-off and landing of aircraft. Minimum facilities for servicing only are available. Permanent occupancy by aircraft is not contemplated.

(6) Staging Field - A landing and take-off area with minimum servicing, supply and shelter provided for the temporary occupancy of military aircraft during the course of movement from one airdrome to another.

(7) Dispersed Airdrome - An airdrome in which the facilities for supply and repair of aircraft and shelter have been spread out and removed so far as possible from the immediate proximity of the landing and take-off area.

(8) Dispersal Fields - Areas of land in the vicinity of an airdrome not suited for the landing and take-off of aircraft which is used for parking of aircraft away from the actual landing and take-off area.

5. Dispersion. Where dispersion is authorized, the following principles will govern:

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a. Runways will, so far as practicable, be laid out to provide discontinuous strips, irregular in pattern. Conventional triangles and vulnerable intersections must be avoided.

b. Taxiways 50 feet wide will be provided around the perimeter of the landing field, and to dispersed positions and dispersed fields for the parking of aircraft to insure rapid movement of planes to and from dispersed positions.

c. Aircraft parking with ample dispersion will be provided for all aircraft normally assigned to the station. Of the mobile elements of an airdrome, the most vital are aircraft on the ground. The provision of satisfactory parking positions with adequate routes to insure rapid movement between these positions and the runways is of utmost importance. For safety and control, planes should be parked in groups of about three planes, each plane at least 150 years from the next, and no group closer than 200 yards to another at the nearest point. These distances will govern whether or not revetments are provided. To insure the necessary degree of mobility, hard standing and ready access to a taxiway must be provided for each plane. For pursuit airplanes, which must be suited for quick take-off, positions should be close to the landing area, preferably near the end of runways. Positions for other types of airplanes may be more remote from the take-off area. Distances cannot be stated exactly, and will be governed primarily by local terrain, with consideration being given to protection against sabotage or hostile airborne landing. However, no planes will be parked within 500 feet of the centerline or 1,000 feet of the end of a runway.

d. Buildings and utilities.

(1) Control or operations buildings should not be near conspicuous features of runways or other prominent land marks. Buildings should be low and inconspicuous, should duplicate local architecture and should have no formalized location with respect to other airdrome features, or similar structures at other fields.

(2) Aircraft repair facilities should be kept at least 500 yards from other remunerative targets. Available natural cover should be utilized. Units should be duplicated when practicable.

(3) Fuel storage should be in dispersed underground tanks. All installations will be duplicated, and each unit will be reasonably remote from one another and from other conspicuous targets. Operational gasoline will be stored in tanks of capacity not exceeding

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25,000 gallons. Bulk gasoline will be stored in tanks not exceeding 40,000 barrels and installed as multiple units - loop piping system.

(4) Explosive storage will be in small units, dispersed sufficiently to avoid sympathetic detonation. (TR 1370A).

(5) Technical facilities will be dispersed in small groups, in broken patterns, at least 200 yards from hangars.

(6) Personnel accommodations other than for personnel on duty shall be located at least 500 yards from the landing area. Squadron groups, roughly centered on messing facilities, should be located so as to be reasonably close to the dispersed airplanes of the squadrons. Groups should be separated by at least 300 yds.

(7) Utilities should, wherever feasible, be remote from conspicuous targets and prominent land marks. Utilities vital to the operation or safety of an establishment should, so far as practicable, be located underground in duplicate.

6. Protection to the extent indicated below will be provided at all dispersed establishments. Greater protection will be provided only after specific approval of the Chief of the Army Air Forces.

a. Parked pursuit aircraft will be protected by revetments splinter-proof against "near misses" of 300 pound demolition bombs. Construction of these revetments should follow closely behind the completion of hard standings and taxiways for the parked planes. Revetments for parked aircraft other than pursuit may be constructed after specific approval of the Chief of Army Air Forces. Designs should be simple and must provide for maximum use of local materials.

b. Control buildings and communications will be concealed and proof against splinters from 300 pound demolitions bombs.

c. Aircraft repair facilities exclusive of hangars will be protected by revetments affording protection from "near misses" of 300 pound bombs and from aerial automatic fire.

d. Fuel will be stored in underground tanks (see par. 6 d (3)).

e. Supplies will be dispersed and critical items protected by revetments.

f. Utilities, so far as practicable, will be splinter, blast and debris proof with protection against 4 pound incendiary bombs and aerial automatic fire.

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g. Shelters will be provided for personnel on duty in the vicinity of principal installations and parked aircraft, and will be splinter, blast and debris proof with protection against 4 pound incendiary bombs and aerial automatic fire. While this shelter constitutes the maximum to be provided by construction forces, nothing in these instructions will be construed to restrict the authority of commanding officers of troops to construct such field works as may be required for protection of their troops in the execution of their assigned tanks.

7. Camouflage and concealment will be practiced to the maximum practicable extent. The following principles will be considered as a guide;

a. Runways will be located in such manner as to alter the terrain to the minimum extent. General practice provides for runways 200 feet wide, with shoulders cleared and graded for a distance of 500 feet on either side of the center line. On dispersed airdromes, at least initially, vegetation and occasional trees may be left in the 1,000 foot strip when they do not represent major hazards to landing aircraft. This modification will not be construed, however, as permitting the erection of any structure, or the parking of any aircraft, within 500 feet of the center line of any runway. Full advantage will be taken of all existing roads, hedgerows and other artificial and natural features of the terrain to break the characteristic patterns of runways.

b. Taxiways will be made as inconspicuous as possible. Within the limitations of operating requirements, taxiways will be fitted to the terrain with the least possible clearing and grading. Camouflage measures will best be served by full use of existing roads and trails, and by avoiding long tangents. Taxiing at night requires reasonable alignment. A proper compromise between these extremes should be reached. Taxiways provided for pursuit aircraft must offer no serious delay in movement from dispersed parking positions to the take-off area. The necessity for rapid take-off of other types of aircraft is somewhat less vital. Changes in grade of taxiways are not objectionable where vertical curves of suitable length are provided, and where the maximum grade of two percent is not exceeded. Clearing and grading along taxiways must provide a clearance of 15 feet beyond the tip of the wing of the largest airplane to use the taxiway when such plane is taxiing with its outer wheel on the edge of the runway.

c. Dispersed hard standings for parked planes should be sited so as to utilize natural concealment to the utmost. Clearances will be held to the feasible minimum. When revetments are built, additional

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clearing will be limited to that required for stability of the structures.

d. Utilities, communications, gasoline storage and other underground installations will be given maximum feasible concealment. Vegetation, if any, should be restored to approximately itsoriginal condition upon completion of work.

e. Buildings should be in dispersed groups, utilizing the existing road net to the utmost. Large and conspicuous buildings are undesirable. Straight lines and convention patterns will be avoided. Insofar as practicable design will conform to local architecture, and dispersed groups will be arranged to resemble local communities. Clearing will be held to a minimum, and full advantage will be taken of natural cover and local terrain. Camouflage will be the primary consideration of all outside painting. No interior painting is contemplated.

3. The complete dispersion, protection and camouflage of existing installations layed out for peace-time operations is physically impossible. However, considerable protection can be secured by modification and improvement of vital elements of the establishments. In general, at establishments warranting dispersion, protection and camouflage work should be undertaken in the following order:

a. Construct taxiways and hard standing for aircraft on the ground, in accordance with new construction practice.

b. Lessen the landing field less conspicuous by creating a pattern which will blend with local terrain. Dummy construction, painting of fence lines, hedge lines and extension of roads, and other similar work will prove beneficial. Runways may require toning down.

c. Subdue conspicuous colors and glare in buildings and other facilities to prevent the use of these features as aids to navigation. Extensive use of paint will not be resorted to without first securing recommendations from personnel skilled in practice of camouflage.

d. Duplicate vital installations such as control buildings, communications, gasoline supply and critical portions of utilities. The principles for new construction will govern in this work.

e. Observe from the air along logical bomber approaches to determine most visible features. Where practicable, treat these in the order of visibility.

f. Disperse supplies.

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g. Provide revetments for parked aircraft, repair facilities other than hangars and for the more critical items of supplies.

h. Provide shelters for personnel on duty in the vicinity of principal installations and dispersed parked aircraft. Shelters will be splinter, blast and debris proof with protection against 4 pound incendiary bombs and aerial automatic fire.

9. Dispersion, protection and camouflage of Army Air Force establishments, whether new or existing, beyond the scope herein indicated will be provided only after specific approval by the Chief of the Army Air Forces.

MEMORANDUM FOR RECORD: The War Department Construction Policy, dated August 23, 1941, is based upon peace-time requirements of economy in first cost and efficiency and economical operation of all establishments. The necessity for continuous operation of key Army Air Force establishments and installations dictates dispersion, protection and camouflage at new and, to a limited extent, existing air bases and airdromes at overseas stations and along the coastal air frontier. Pending publication of a new War Department Construction Policy now in preparation by G-4, this paper establishes policies and basic design criteria necessary to provide reasonable security for air establishments and to curb unnecessary construction which would result in extravagant use of money, materials and construction equipment.

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OF THE AAF
HISTORICAL OFFICE
21 May 1945
144.05-16

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AIRCRAFT, B-30 (General) 452.1

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452-B-30

Cancellation of TI-1686 - Modification of LB-30 Liberators for the British

TSEAY TSNRX 2-5-43

1. The Office Assistant Chief of Air Staff, Material and Services has advised this office by teletype WDSA-42-[illegible], dated 1 February, that the British have withdrawn their requirement for thirty (30) cargo passenger airplanes as outlined in subject technical instructions.

2. It is requested that TI-1686 be cancelled and your records adjusted accordingly.

WM. D. MARBLE
Major, Air Corps
Office, Chief of Administration

cc: TSENG
TSNRT
TSNCC-1A
TSXLE
TSCEP
TSCVP-6

P.B.C.

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FILE NO. 144.05-16
5 APR 24 May 1965
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AC/AS Plans

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B-32 Modification

Asst C/AS, Materiel and Services

Asst C/AS, OCS, Requirements Division — Lt Col Hanu/mw/71608

Reference is made to Teletype No. 271849% from Commanding General, AFPOE, regarding bomb bay door operation on B-32 airplanes. It is requested that a project be instituted to develop a reliable and satisfactory bomb bay door installation and that necessary action be taken to modify all existing B-32's, except YB type, with the new bomb bay door installation as well as placing the modification in production articles.

AFRDR _____

A/C Section _____

AFRDR/R _____

LESLIE C. PETERSON
Colonel, Air Corps
Acting Chief

P.R.C.

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DOD DIR 5200.9, 27 Sep 58

Wright Field

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Secret by authority of
arding General AAF

Date Initials

45 2 1 B-32

Modifications for B-32 Aircraft on Project 98268

AC/AS, [illegible], Material Division, Aircraft Projects Branch
Att: Major Baird

No. AC/AS, [illegible] Lt.Col.Cozens/vaj/8090 1

1. It is requested that the 12 B-32 aircraft on project No. 98268 be modified to incorporate the following changes on a 1-A priority:

MOD No.	CHANGE
2085	Install 9/16" laminated glass in bombardier's sighting panel.
2131	Install separate bomb bay safety switches for normal and salvo circuits.
2260	Rewire bomb salvo switch direct to battery.
	Replace A-4 oxygen bottle with type A-6, one per crew member.
2276A	Install oil line shut-off valves.
2288B	Install flak blankets for crew protection.
2279	Install rod indicator light to indicate intermediate positions of landing gear when not in locked positions.
	Install new type (fireproof) heat exchanger and exhaust collector ring.
	Comply with C.V.F.W. modification of rudder quadrant "beef-up".
2317	Install stronger bombsight bracket.
2120A	Install two (2) additional P-2 generators.
	Install decal in bombardier's position prohibiting the dropping of on "armed salvo".
2328	Install A-6 bomb hoisting provisions.
2260	Rewire bomb salvo switch direct to battery.
2003-7	Aileron tab control tube - eliminate interference with aileron servo motor cradle.
2163	Eliminate interference between rudder cable and auto-pilot rudder servo cover.

Tonight Ltd

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Modifications for B-29 Aircraft on Project 9926B

AC/AS, MSE, Materiel Division, Aircraft Projects Branch
Att: Major Baird

1 cont.

AE/AC, 0068

No.

MCR No.	CHANGE
2157	Install crew ditching provisions and reinforce bomb bay.
2078	Provisions for first aid knives.
2079	Install redesigned instrument panel to provide copilot flight instruments.
2176	Install bomb bay cargo platform.
2206	Install nose turret seal.
2237	Install bombardier safety harness.
	Comply with U.S.A.F.W. modifications on nose wheel "leaf-up".
2027	Install AN/ARC-8 liaison radio, complete in lieu of SCR-287.
2029	Install AN/ARN-7 radio compass in lieu of SCR-269.
9038	Install AN/AIC-2 interphone radio in lieu of BC-36.
2033	Install SCR-522 VHF command radio, complete.
2041	Install AN/APS-4 Loran radio, complete.
2045A	Install AN/APG-13 group "A" and "B" parts.
2043	Install SCR-729 radio, complete (if LAB AN/APG-5B is installed)
	Install BCM group "A" parts.
2059	Install racks for (BCM) Raven equipment.
2187	Install three (3) additional PE-218 (42-2360) inverters.
	Install AN/ASA-3 static discharger.
	Install swivel guide, assembly for AN/APG-13 retracting mechanism. (Applicable to airplanes with retractable doors only).

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Modifications for B-29 Aircraft on Project 98368

AC AS, MCS, Materiel Division, Aircraft Projects Branch
(Att: Major Baird)

1 cost.

AC/AS, OCOR

MCP No.	CHANGE
2111	Install A-3 annetor.

2. The above listed modifications are the minimum considered necessary to make the aircraft suitable for combat. Other scheduled MCPs should be incorporated in the aircraft if at all possible without undue delay in delivery from the modification depot.

3. It is requested that the above modifications be incorporated in subject aircraft as soon as possible, and this office notified of approximate date modifications will be completed.

Rank Dr. _____

_____

A/NSG _____

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Secret by authority of
Commanding General AAF
5 APR 1945
Date Initials

Modification of 3 B-32 Aircraft for FEAF

6 APR 1945

AC/AS, WAR (Att: Major Baird)

AC/AS, OCAR, Requirements Division

1
Lt.Col.Cozens/vaj/58632

1. It is requested that the two B-32 aircraft allocated to the FEAF for demonstration and familiarization purposes and the one B-32 which will accompany the above two as a spare parts supply airplane be modified to incorporate the following changes:

MCR No.	CHANGE
2068D	Install flak blankets for crew protection.
2181	Electrical bomb rack wiring, separate salvo and normal circuits.
2240	Electrical bomb salvoing switch-on all the time.
2303-7	Aileron tab control tube - eliminate interference with aileron servo motor cradle.
2163	Eliminate interference between rudder cable and auto-pilot rudder servo cover.
2167	Ditching provisions.
2078	First aid knives provisions.
2017	Flight instruments to copilot.
2183V	Type A-8 portable oxygen bottles in lieu of type A-4.
2176	Cargo platform in bomb bay.
2076A	Oil line shut-off valve.
2098	A-6 bomb hoisting provisions.

2. These are special modifications and should be accomplished on a 1-C priority.

3. It is understood that the following changes will be incorporated in production prior to the delivery of the above 3 aircraft. If not, it will be necessary to accomplish these changes prior to departure of the aircraft.

MCR No.	CHANGE
2079	Install red signal light on instrument panel.
2006	Install seals on A-17 nose turret.
2027	Bombardier safety harness.

4. It is understood that the three aircraft to be allocated on this project will be the 58th, 59th, and 60th factory articles.

5. Request that this office be notified of the approximate date modifications will be completed. If possible, the first two airplanes should be ready for departure the 30th of April and the third airplane approximately one week later.

Lt P 4/5/45

Asst Dr. _____
A/C Sec. _____
Branch _____
Wright Fld

LOWELL O. PINKNEY
Colonel, Air Corps
Acting Chief

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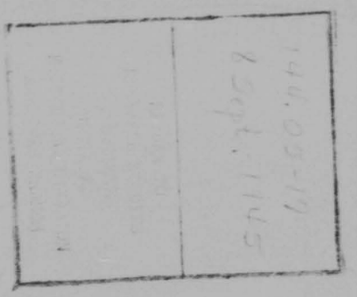

AAF Supplement to Summary of

V-J Action

P.R.C.

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ARMY AIR FORCES

SUPPLEMENT TO SUMMARY OF VJ-ACTION

P.R.C.

OFFICE OF THE
ASSISTANT CHIEF OF AIR STAFF
MATERIEL AND SERVICES

8 SEPTEMBER 1945

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INTRODUCTION

Since the completion of the pamphlet entitled "Summary of VJ Action," dated 20 August 1945, a number of problems have required further action by the various divisions and branches of the Office of the Assistant Chief of Air Staff - 4. In order to indicate what action has been taken since the VJ Action Summary was prepared, the following directives from this office and status reports from both this office and Headquarters, Air Technical Service Command, Wright Field, Dayton, Ohio have been collected to form a supplement to the original summary.

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Procurement
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AC/AS Materiel & Services
Materiel Division AFDMA-4F
6210 Maj Stoody

17 August 1945

Commanding General
Air Technical Service Command
Wright Field, Ohio

Number: WAR 51856

To TSTEX from Powers Signed COMGENAIR

Subject is completion of P-47N aircraft at Evansville Modification Center. Reference Major R.S. Foulger's verbal query on 17 August 1945. Requirement exists for completion of subject aircraft at Evansville with automatic pilot and T.O. compliance prior to delivery to storage or services.

End

1972

ORIGINATOR: CG AAF

CM-OUT-51856 (Aug 45) DTG 201616Z

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PRIORITY 17 Aug 1945

AC/AS, M&S, AIR INSTALLATIONS DIV.
Major Huebsch 6983

CG ATSC

ATTN SUPPLY DIV TSSEQ5B

ROBERT KAUCH
Brig. Gen., USA
Ch/Air Instal Div.

DIN CONFIRMING TELEPHONE INSTRUCTIONS

ONE ONE AUGUST ONE NINE FOUR FIVE CMA NO CANCELLATIONS OR TERMINATIONS OF CONTRACTS CLASS ZERO EIGHT DASH D EQUIPMENT WILL BE MADE WITHOUT CONSIDERATION AND ALLOWANCE FOR REQMTS US NAVY DEPARTMENT AND POST VJ RQMTS AAF CMA PREVIOUSLY FURNISHED YOUR HQS

ARNOLD

AFDIN 5C/1 AFDCO

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

DBS/S&M 451.93 AFDBS/4AE

18 August 1945

SUBJECT: Request for Cancellation of AAF Allocational Requests RE: Materials Handling Equipment.

TO: Commanding General
Army Service Forces

ATTN: Storage Division, Allocations Section

1. Confirming telephone conversation between Captain Daughters of your office and Mr. Binning of this Headquarters, it is requested that immediate action be taken to notify the Quartermaster General that all AAF requirements for electric and motorized materials handling equipment obtained through allocation be cancelled. The Air Technical Service Command has advised this Headquarters that any items now in process of shipment which apply against August allocations will be accepted. However, any requirements previously submitted for August, which would normally be supplied from September production, should likewise be cancelled.

2. Headquarters, Air Technical Service Command is taking separate action for the transmittal of proper notification to the Quartermaster General of any contracts or purchase requests where quantities are to be retained.

FOR THE COMMANDING GENERAL, ARMY AIR FORCES:

H. H. TELLMAN
Colonel, Air Corps
Chief, Supply & Maintenance Branch
Office of Asst. Chief of Air Staff
Materiel and Services

AFDBS/4AE

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FROM ATSC WRIGHT FIELD

TSSEQ4B-8-185 CL 19-B CONFIRMING PHONE CONVERSATION WITH MR BINNING, UR HQS THIS DATE, REQUEST IMMED ACTION BE TAKEN TO NOTIFY THE OFFICE OF QMG THAT ALL AAF REQMTS FOR ELECTRIC AND MOTORIZED MATERIALS HANDLING EQUIPMENT OBTAINED THRU QM ALLOCATION BE CANCELLED. THIS COMD IS AGREEABLE TO ACCEPT ANY ITEMS NOW IN PROCESS OF SHPMT WHICH APPLY AGAINST AUG ALLOCATIONS. ANY REQMTS PREVIOUSLY SUBMITTED FOR AUG, WHICH WOULD NORMALLY BE SUPPLIED FROM SEPT PRODUCTION, SHOULD LIKEWISE BE CANCELLED. AS A FURTHER MATTER OF INFO, SEPARATE ACTION WILL BE TAKEN BY THIS COMD FOR PROPER NOTIFICATION TO THE OQMG OF ANY CONTRACTS OR PURCHASE REQUESTS WHERE QUANTITIES ARE TO BE RETAINED.

SIGNED SUPPLY DIVISION

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Maj Read/gjm/73384

Ltr ASF, OCSigO, 11 Aug 45, subj: Procurement after V-J Day
AFDBS-4K-DB 1st Ind
Hq AAF, Washington 25, D.C., 18 August 1945.

To: Chief Signal Officer, War Department, Washington 25, D.C.
Attention: Director, Requirements Division.

1. Requirements for common items of equipment for the Army Air Forces, excluding the Army Airways Communications System, over and above those established by your office on the basis of the revised Troop Basis, are as indicated in Inclosure No. 1. AACS requirements will be transmitted as soon as the review is completed in separate correspondence.

2. Requirements for items being purchased by the Air Forces through the Signal Corps will remain as is, until amended by the Air Technical Service Command. Information regarding revision of these purchase orders will be furnished direct to your office by the Air-Technical Service Command, in accordance with current procedure.

3. Request your Headquarters review purchase requests placed on Army Air Forces and advise Headquarters Air Technical Service Command of any revisions thereto. In the interim, no action will be taken by the Army Air Forces to amend such purchase requests.

FOR THE COMMANDING GENERAL:

FRANK A GOULD
Colonel, Air Corps
Chief, Communications Equipment Sectio
Supply and Maintenance Branch
AC/AS, Materiel and Services

1 Incl;
AAF Reqts for Period
V-J Day to 31 Dec 46.

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ARMY AIR FORCE REQUIREMENTS FOR PERIOD V-J DAY
to December 31 1946 Incl.

NOMENCLATURE	QUANTITY
AN/TXC-1( ) Facsimile Equipment	427
Power Unit PU-21	362
MC-502 Recorder	300
MC-503 Reproducer	30
AN/TRC-7 Radio Set	150
SCR-610 " "	200
SCR-536	No change in previously stated Requirements.
SCR-584( )	Requirements to be reviewed. Total not to exceed those currently being processed for the Army Air Forces.

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ARMY SERVICE FORCES
Office of the Chief Signal Officer
Washington 25, D. C.

In reply refer to: 11 August

SPSCH

SUBJECT: Procurement After V-J Day

TO: Commanding General, Army Air Forces
ATTENTION: Air Communications Officer

1. In general, it is contemplated that contracts for equipments and accessories purchased by the Signal Corps will be terminated with the advent of V-J Day. Procurement will be continued, however, in those instances where continuation is necessary to meet demands known to be applicable to the post V-J Day period.

2. The Army Air Forces has requirements for many equipments purchased by the Signal Corps, but the requirements currently stated are those applicable to a continuing one-front war. To permit appropriate adjustments of procurement, and to insure that procurement is carried on in any case where necessary to meet post V-J Day Army Air Forces requirements, it is requested that a statement of Army Air Forces requirements for items purchased by this Service, to cover a 12 month period immediately following V-J Day, be furnished this office by 15 August 1945.

3. In addition to the above, all Purchase Requests presented to the Signal Corps in the future should bear a statement indicating whether procurement initiated in connection therewith is to be continued after V-J Day.

4. Your immediate attention to this matter will be appreciated.

FOR THE CHIEF SIGNAL OFFICER:

DON L. STEVENS
Colonel, Signal Corps
Director, Requirements Division

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AFDIN-3/1

19 August 1945

SUBJECT: Construction Projects not to be Continued after V-J Day

TO: Chief of Engineers
Washington 25, D. C.
Attn: Lt. Col. Meek

1. Inclosed herewith is a list of projects, subject: "Projects not to be Continued After V-J Day," dated 19 August 1945. It is requested that immediate action be initiated to cancel construction of the projects tabulated on the subject list.

2. It is requested that this headquarters be advised of action taken.

FOR THE COMMANDING GENERAL:

1 Incl
List of Projects

FRANK K. HUMMEL, Lt. Col, CE
Air Installations Division
Office of Asst Chief of Air Staff,
Materiel and Services

cc - Col. Erler
cc - M&S, Control Sec, Capt. Fox

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Projects Not to be Continued After V-J Day

19 August 1945

Continental Air Forces and AAF Training Command

JOB NO.	LOCATION	%	DESCRIPTION	ESTIMATED COST
210-20	Alamogordo AAF	21	Additional Parking Apron	130,638
210-8	Midland AAF	0	Sonic Bomb Scoring Targets	24,000
210-12	Roswell AAF	2	Airfield Facilities	1,090,000
210-12	Tarrant AAF	.2	Reconstr Runway Pkg Apron Taxi	3,500,000
210-12	Randolph Field	3	Drainage Rways Taxiways,Aprons	3,636,000
210-13	Randolph Field	0	Horizon Lights	16,300
210-15	Randolph Field	0	Removal Flight Hazards	2,500
210-1	Merced	15	Exp. Airfield Facil.	1,374,688
210-21	Hamilton	0	Frt. Term. Equip.	15,000
210-23	MacDill Field	1	Improvements to Airfield	4,200,000
210-18	Boca Raton	15	Night Lighting System	30,117
210-19	Boca Raton	0	A.C. Gas & Oil Storage	35,000
210-0	Westover Field	0	Aprons & Taxiways	92,700
210-19	March	0	Sonic Targets	55,100
210-12	Gulfport AAFld	0	Aprons R/Ws, Tx/ws Constr.	4,000,000
210-13	Gulfport AAFld	8	Bomb Scoring Targets	16,000
210-11	Westover Field	0	Bomb Scoring Targets	12,000
210-14	Randolph Field	2	Three School Bldgs.	115,500
6210-1	Smoky Hill AAF	0	Elevated Camera Mock-up	3,650
			Air Technical Service Command	
210-24	Wright Field	25	Additional Parking Apron	111,540
210-34	Sacramento	0	Two Test Cells	48,750
210-8	Alameda	10	WAC Housing	160,000
210-8	Alameda	7	Troop Housing	615,000
210-9	Alameda	0	Maintenance Line Facilities	34,567
6-210-0	Alameda	0	Officers Mess & Service Club	40,000
210-11	Oklahoma City	20	Two Engine Test Cells	50,000

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Projects Not to be Continued After V-J Day

19 August 1945

Air Transport Command

JOB NO.	LOCATION	%	DESCRIPTION	ESTIMATED COST
210-9	Charleston AAB	15	Improvements-Station Hosp.	87,380
210-12	Charleston AAB	0	Crash Station	12,000
210-9	36th Street Airp.	0	Latrine	2,600
210-13	Presque Isle	0	Communication Facil.	3,000
210-6	New Castle AAB	12	Const. & Alt. to Exist Facil.	975,200
			AAF Personnel Distribution Command	
6210-0	Kearns	0	Processing Building (RESTUDY)	47,090
210-10	Ft. Logan	0	Alteration Post Laundry	52,000
			AAF Center and Miscellaneous Projects	
210-3	Tucson Municipal	0	Dist. Seal Coat	152,400
210-6	Bolling Field	0	Purchase & Install Air Barracks	9,000

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21 Aug 1945

AFDIN 3/2

SUBJECT: Construction Projects Not to be Continued After V-J Day

TO: Chief of Engineers

1. Inclosed, herewith, is a list of projects, subject: "Projects Not to be Continued After V-J Day," dated 21 August 1945. It is requested that you initiate immediate action to cancel construction of the projects tabulated on the subject list.

2. It is requested this headquarters be advised of the action taken.

FOR THE COMMANDING GENERAL:

FRANK K. HUMMEL, Lt. Col., A.C.
Air Installations Division
Office of Ass't Chief of Air Staff,
Materiel and Services

1 Incl
List of Projects, dtd
21 Aug 45

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PROJECTS NOT TO BE CONTINUED AFTER V-J DAY

21 August 1945

Directive No.	Location	Completion	Description	Estimated Cost
A 23756	Lowry Field, Colo.	0%	Laundry & Dry Cleaning Plant	207,600.00
A 23456	Stewart Field, N. Y.	10	Crash Station & Swim Pool	167,000.00
A 22273	Mt. Home, Ida.	0	Airfield construction	270,270.00
A 23711	Sioux City AAB, Ia.	0	Apron and Taxiways	227,585.00
A 23483	Eluenthal Field, N.C.	0	Serive Club and warehouse	3,300.00
A 23110	Gulfport AAF, Miss.	50	Horizon lighting	12,000.00
A 23442	Lake Lure Rest Camp	0	Re-erect barracks	16,933.00
A 23208	Marianna AAF, Fla.	0	Bridges and access roads	7,500.00
A 23046	Godman Field, Ky.	0	SBS Targets	4,000.00

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Extent of Post VJ-Day Procurement for Army Air Forces

AC/AS, M&S, Air Ordnance Officer 21 Aug 1945

AC/AS, M&S, Control Office Lt Col May/vdm/72044 2

In accordance with policies being followed by AAF in procurement of airplanes and equipment, procurement of standard Air Ordnance items should be included in the Supply Program to the extent required to fulfill Post VJ Plans and in accordance with the JX-2 airplane program.

C. H. DYSON
Colonel, Air Corps
Control Officer
AC/AS, M & S

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AFDAO 401

Extent of Post VJ-Day Procurement for Army Air Forces.

AC/AS, M&S, Control Office. 17 Aug 1945

AC/AS, M&S, Air Ordnance Officer. 1
Lt Col Lewis/eh/71068

1. This office has already arranged with Army Service Forces (Chief of Ordnance) for the continuance of procurement of research and development items for the Army Air Forces. Likewise, we have arranged for the changeover from limited procurement items to research and development items for such non-standardized Air Ordnance items as the Army Air Forces still needs for developmental tests, etc.

2. The procurement of standard Air Ordnance items for supply to and equipment of troops has been cancelled. However, the question now arises as to whether or not we are authorized to request the procurement of standard Air Ordnance items in order to effect further supply and equipment of Army Air Forces units. And, if we are, to what extent?

3. For example, there is an accessory item, the Rocket Igniter Circuit Tester which is required one (1) per squadron equipped to fire rockets. These Testers are still required by all of our rocket equipped squadrons. None are available at this time. Should we request Army Service Forces to procure sufficient for the equipping of the Interim Air Force, the Peacetime Air Force, or the current Air Force? Or should we just request the procurement of a few Testers? Or do we have authority to request procurement of any at all? There are other items of this nature, like the M3 Caliber .50, AC, Machine Gun, which is the newest model aircraft Caliber .50 Machine Gun. We should get them for all future aircraft produced. Do we have the authority to request such a procurement of standard items? If so, what is the basis for the authority, and to what extent may we request such continuing procurement?

4. Since our Air Ordnance Interim Air Force Supply Program will be completed in a few days, it is requested that answers to the foregoing questions be furnished as soon as possible.

H. C. PORTER
Colonel, Ord. Dept.
Actg. Air Ordnance Officer.

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SUBJECT: Cancellation of Contracts 22 August 1945

1st Ind

HEADQUARTERS, Army Air Forces, Washington 25, D. C.

TO: Commanding General, Air Technical Service Command, Wright Field, Dayton, Ohio

1. Reference is made to basic communication requesting information relative to contractual status of Marine equipment on V-J Day.

2. The 252 generators and 55 switchboard panels referred to in paragraph 1a and 1b are necessary items of equipment for safe operation of 85' AAF Rescue Boats, therefore this contract should be continued. Your attention is further invited to the fact that the AAF has been authorized by the Transportation Corps to procure these items in order to complete construction of the 85' Rescue Boats.

3. The project for conversion of 100 Allison engines to Marine use was directed by this Headquarters when replacement engines and parts necessary for maintenance of AAF Rescue Boats were not obtainable through normal supply channels. With the end of hostilities Transportation Corps assures this Headquarters that no difficulty is anticipated in obtaining engines and spare parts in sufficient quantities to properly maintain all AAF floating equipment. It is, therefore, directed that the contract with the Vimalert Company, Ltd., for conversion of 100 Allison engines for Marine use, be cancelled.

4. The existing contract for 300 Type A-1 Airborne Lifeboats and 100 Pack-up Kits should be alerted immediately, since present requirements exist for only 150 Airborne Lifeboats and 100 Pack-up Kits. This new requirement is established as follows: Seventy-five (75) A-1 Airborne Lifeboats and 100 Pack-up Kits for B-17 Aircraft. An additional seventy-five (75) Airborne Lifeboats without the Pack-up Kits for use with an undetermined type aircraft, which will probably be the B-29 or the B-17. Information will be forwarded your Headquarters within two (2) weeks as to the aircraft with which the additional seventy-five (75) Airborne Lifeboats will be utilized.

5. Paragraph 2 and 4 are confirmation of teletype dated 22 August, addressed to Commanding General, Air Technical Service Command. Paragraph 3 is confirmation of teletype dated 21 August, addressed to Commanding General, Air Technical Service Command.

BY COMMAND OF GENERAL ARNOLD:

J. P. NEWBERRY
Colonel, Air Corps
Deputy Chief, Air Service Division
Office, Asst. Chief of Air Staff,
Materiel and Service

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HEADQUARTERS
AIR TECHNICAL SERVICE COMMAND

TSSE&D

TSSE&D/JJC/lr
Wright Field, Dayton, Ohio
15 August 1945

SUBJECT: Cancellation of Contracts

TO: Commanding General
Army Air Forces
Washington 25, D. C.

Attention: AFDBS-4C

1. Information is requested by this Headquarters whether the following Contracts should be cancelled on V-J Day:

a. Kohler Company - for 252 Generatorsof which 125 have been delivered.

b. Superior Coach Company - for 55 Switch Board Panels of which none have been delivered.

c. Vimalert Company Ltd. - for conversion of 100 Allison Engines for Marine use.

d. Higgins Plastic Corporation - for 300 A-1 Airborne Lifeboats and 100 Pack-Up Kits none of which have been delivered.

2. All of these contracts were directed by Headquarters, Army Air Forces and a decision is requested as outlined above.

FOR THE COMMANDING GENERAL:

CHAS. D. YENGLING
Lt. Col., Air Corps
Asst., Equipment Section
Supply Division

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PRIORITY 21 AUG 45

AC/AS, M&S, SUPPLY & MAINTENANCE BRANCH

LT. COL. LENT/lb 71745

COMMANDING GENERAL

AIR TECHNICAL SERVICE COMMAND

WRIGHT FIELD, DAYTON, OHIO

H. H. TELLMAN

ATTN: TSMVM

COLONEL, A.C.

DSB-4C

THIS CONFIRMS REPHONE INSTRUCTIONS TO LT COL V M GILLUM CMA TO IMMEDIATELY CANCEL CONTRACT WITH VIMALERT CO LTD FOR CONVERSION OF 100 ALLISON ENGINES FOR MARINE USE

ARNOLD

DSB/S&M-560-3

AFDBS-4 AFDPR AFDRE-6 AFDCO-1

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PRIORITY 22 AUG 45

COMMANDING GENERAL

AIR TECHNICAL SERVICE COMMAND

WRIGHT FIELD, DAYTON, OHIO

AFDBS-4C

AC/AS, M&S, SUPPLY & MAINTENANCE BRANCH

LT. COL. LENT/lb 71745

K. E. TIBBETTS

COLONEL, AIR CORPS

DBS-4C CANCELLATION OF CONTRACTS SUBJ REULET TSSEQ4D DTD 15 AUG FOL FOR YOUR GUIDANCE SMCLN CONTRACTS WITH KOHLER CO FOR 252 GENERATORS AND SUPERIOR COACH CO FOR 55 SWITCHBOARD PANELS TO REMAIN IN FULL FORCE PD THESE GENERATORS AND SWITCHBOARD PANELS REQUIRED TO COMPLETE EQUIP INSTL ON ALL 85 FOOT BOATS ASSGD AND UNASGD PD CONTRACT WITH HIGGINS INDUSTRIES FOR 300 TYPE A-1 ABN LIFEBOATS AND 100PACK-UP KITS SHALL BE ALTERED IMMEDIATELY REDUCING TOTAL CONTRACT TO 150 TYPE A-1 ABN LIFEBOATS AND 100 PACK-UP KITS PD THIS CUTBACK BASED UPON PRESENT REQMTS AS FOLLOWS SMCLN 75 A-1 ABN LIFEBOATS AND 100 PACK-UP KITS FOR B-17 ACFT PD AND ADD 75 ABN LIFEBOATS W/O PACK-UP KITS FOR USE WITH UNDETERMINED TYPE ACFT PROBABLY B-29 OR B-17 PD YOU WILL BE ADVISED WITHIN TWO WKS AS TO TYPE ACFT W/WHICH ADD 75 ABN LIFEBOATS WILL BE UTILIZED

ARNOLD

DBS/S&M-560-3

AFDBS-4 AFDCO-1 ANDPR AFDRE-6

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Air Ordnance compliance with Materiel Demobilization

Control Office, Materiel & Services 24 August 1945

AG/AS, Materiel & Services, Air Ordnance Office 1
Colonel Wildrick/vc/72345

1. In accordance with the request of Lt. Col. Mullin, the following paragraphs outline the action taken by this Division until 12 August 1945. The action taken has been listed under the headings of pertinent tabs of the M&S pamphlet "Army Air Forces Materiel Demobilization Plan for V-J Day" dated 9 August 1945.

2. Part I Tab J-a 9 August 1945

a. By letter, this office, subject, "Continuance of Limited Procurement of Ordnance Items for the Army Air Forces after V-J Day", dated 14 August 1945, to Commanding General, Army Service Forces, requested limited quantities of developmental items authorized for limited procurement by Industrial Service, Office Chief of Ordnance, be continued in limited procurement after V-J Day. Before this letter could be written, it was necessary to review all development items under limited procurement. Attached as inclosure #1.

b. Letter, this office, subject, "Ordnance Committee Items O-207, C-430, R-2160, M-679, T-664, U-219", dated 18 August 1945, to The Secretary, Ordnance Technical Committee, Office Chief of Ordnance, the Ordnance Department was informed which Research and Development Contracts should continue after V-J Day. This letter also included quantities which the Army Air Forces would require for a Service Board Test before standardization. Attached as inclosure #2.

c. The Technical Development Branch is now in the process of reviewing all Army Air Forces Board Projects concerning Ordnance items of interest to the Army Air Forces. On completion of this review, the Army Air Forces Liaison Office of this headquarters will be notified which projects can be cancelled and whether or not any priority changes can be made.

3. Part I Tab J-b 9 August 1945.

Procurement of standard Air Ordnance items has been stopped. Those items formerly in limited procurement have been cancelled or transferred to research and development procurement. Work is proceeding on part 1 a (2) and the 31 August 1945 deadline will be met. Because of the early capitulation of Japan, part 1 b (1) becomes synonomous with part 1 a (2).

4. Part I Tab J-c 9 August 1945.

a. Concurred in proposal of Chief Transportation to return to

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Air Ordnance compliance with Materiel Demobilization Plan

Control Office, Materiel & Services — 24 August 1945

AC/AS, Materiel & Services, Air Ordnance Office — 1

U.S. Ports all vessels loaded with AirOrdV destined for Pacific Theaters except those vessels already within Theater Ports. Attached as inclosure #3.

b. Concurred in proposal of Chief of Ordnance to cancel all AirOrdV Releases for Pacific Theaters that had not been shipped from depots or depot sidings. Attached as inclosure #4.

c. Concurred in proposal of Chief of Ordnance to return to U.S. depots all AirOrdV destined for Pacific Theaters that was rolling on rails to Ports, stored at ports and loading at ports on vessels.

d. A radio was dispatched to all Pacific Theaters requesting that they present their AOF levels for approval in accordance with paragraph 7 letter file AG 400 (13 Aug 45) dated 13 August 1945, subject: "War Department Supply Plan for Period II." The theaters were also requested to furnish a list of excess AirOrdV within their theater as of 31 August 1945. Attached as inclosure #5.

/s/ W. N. Wildrick, Col. A.C.

for R. C. COUPLAND
Brig. Gen., U.S.A.
Air Ordnance Office

5 Incls:
As above

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Information for the Deputy Commander, AAF

AC/AS-4, Control Office, Attn: Lt. Col. S. S. Mullin 27 August 1945

AC/AS-4, Resources Division, Special Projects Branch Maj.A.W.Betts/lmc 1 2695

1. It is understood the Deputy Commander, AAF wishes to be briefed on important developments during his absence.

2. The major fields of action have been those developing out of Japan's surrender. Schedules and implementing procedures developed as part of the AAF demobilization planning permitted a rapid and orderly revision in procurement. By midnight, 16 August, the end of the two-day holiday, the AAF had taken action on all major procurement items. Over 3,000 contractors had been notified by telegram of terminations or scheduled changes on approximately 10,500 prime contracts. Roughly 2,500 contracts outstanding prior to Japan's defeat will be continued under present estimates of requirements for the interim period. The cost price of items cancelled has been estimated by the ATSC as $9,000,000,000.

3. With the exception of work on four projects for research and development purposes, all industrial construction was stopped in accordance with previous arrangements immediately after the President's announcement of Japan's surrender.

4. The necessity for carrying out the major procurement revisions prior to the completion of AAF industrial demobilization plans points up four major difficulties:

a. It will be necessary to present new legislation desired by the War Department to Congress shortly after it reconvenes on 5 September. The procurement legislation desired by the AAF is not yet available.

b. The release of plants from production requirements brings up the question of standby plants and tools. The AAF program has not been completed. A tentative selection can be made on the basis of the preliminary work accomplished but such selection could not be supported without the data to be provided in the final recommendations.

c. The program for the relocation of the peacetime aircraft industry to reduce its vulnerability to future attack through dispersion must be brought to a point of action quickly if the working organizations in inland plants are not to be lost. The specific proposal submitted by the Wright Aeronautical Corporation to move its engine business from Patterson, New Jersey to Cincinnati, Ohio points up the difficulties that will be faced unless such moves can be made in the immediate future. A major policy decision by the Air Forces as to whether relocation is deemed essential to national security is necessary if the program is to be carried through.

d. The procedural and organizational plans for the continuation of industrial planning within the Army Air Forces have not been completed. The

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importance of this work is made entirely clear by the difficulties occasioned in the aircraft expansion in this war because of inadequate industrial planning by the Air Forces prior to its outbreak. The greatest difficulty in establishing a satisfactory planning organization within the Air Technical Service Command will be to staff it with officers and civilians with the highly specialized qualifications required for the work. It is imperative that this problem receive the immediate attention of the Air Staff if such men are to be trained by those now carrying on the industrial demobilization planning work prior to their return to civilian life.

ALLAN W. BETTS
Major, Air Corps
Chief, Special Projects Branch
Resources Division, AC/AS-4

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upon production schedules.

d. The revisions in Research and Development Programs which should be made are already fully familiar to you as a result of your trip to Wright Field.

e. The Air Installations Division and the Aircraft Distribution Control Branch prepared and there was presented to General Chauncey an R&R recommending four named airfields to be allocated for the collection of surplus aircraft — approximately 10,000 additional. Col. Dyson is attempting to arrange a meeting between Mr. Symington, General Kauch and General Vandenberg's people to eliminate the stoppage in the transfer of surplus aircraft to the RFC which resulted from Mr. Sumington's order that no more transfers were to be made until further notice from him. Mr. Symington's order was presumably based upon his desire to give consideration to a plan whereby all surplus airplanes would be segregated in only three major salvage and disposal fields in the United States, on the East and West Coast and in the Central area.

f. General Chauncy advised Col. Dyson 1720 Tuesday night that General Eaker and he had reviewed and approved the outline of the Air Forces portion of the presentation on War Department's Materiel Demobilization to be presented to representatives of various House and Senate Committees on approximately the 5th of September.

g. Upon direction of the Chief of Air Staff we prepared and submitted for you, through Col. Moore, the following:

(1) Projected estimates of personnel reductions to be made for the post war organization of AC/AS-4 showing target dates between 1 October 1945 and 1 June 1946 wherein present manning could ultimately be reduced in excess of 50%, or from our July manning table of 531 officers to an estimated 250 officers as of June 1946.

(2) Job analysis write up for each officer assigned to AC/AS-4, showing staff positions and duties.

SAM S. MULLIN
Lt. Colonel, A. C.
Deputy Chief
Office of Plans and Policies

0052

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28 August 1945

MEMORANDUM FOR: Major General Powers

SUBJECT: Notes for General Powers' briefing of General Eaker

1. It is believed that you will wish to cover the following points in your review with General Eaker of the important actions taken during his absence.

a. Your office prepared the "Army Air Forces Materiel Demobilization Plan" and distributed copies of it to the ATSC, ATC and to necessary Air Staff agencies such as Air Ordnance, Air Chemical, Traffic Division, three days prior to VJ Day. This plan contains directives concerning stoppage of procurement, rescheduling of requirements, stoppage and re-routing of freight traveling by air, sea or land routes, rescheduling of industrial and command facilities requirements, etc.

b. Upon receipt of official authorization from Mr. Lovett approximately three hours after the President's announcement of the surrender of Japan, you directed the ATC, the ATSC and your own necessary divisions to implement the above "AAF Materiel Demobilization Plan". This resulted in the cancellation by the ATSC of approximately 3,000 contractors, 10,500 contracts, and approximately nine billion dollars worth of procurement. Col. Baldwin has obtained direct from Traffic Division figures on the freight cars and ships diverted or stopped as result of this action which he is providing to you separately.

c. Your staff, in cooperation with Special Projects Office and the Assistant Secretary of War for Air prepared the "Army Air Forces Procurement Program for the Period Following VJ Day". This was presented by the Under Secretary of War to Director of War Mobilization and Reconversion. It contained the JX-2 program, the proposed post war Research and Development Program and a listing of four Research and Development facilities whose construction was proposed to be completed. The revisions being made on the JX-2 program as result of conferences between Col. Dyson, General Vandenberg, Dr. Learned and General Eaker will already be familiar to General Eaker. The above individuals have been directed by him to attempt to work out a reduction of the program to 65 Groups. General Eaker will presumably be briefed officially and fully on this reduction of the program by General Vandenberg. It would appear advisable for you simply to point out to General Eaker the important consequences which such a reduction in the Group Program will have

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ROUTINE 1 SEPTEMBER 1945 AC/AS-4, Production Division

COMMANDING GENERAL, AIR TECHNICAL SERVICE Major F C Oakley/fw-3831

COMMAND, WRIGHT FIELD, DAYTON, OHIO

ATTN: TSBUY

AFDMA-2C

REFERENCE YOUR MESSAGEFORM TSBCO-2-8-10 DATED 28 AUGUST SIGNED SHEPHERD. REQUIREMENTS STILL EXIST FOR ITEMS LISTED BELOW. PROCUREMENT SHOULD BE ADJUSTED TO COVER NEEDS OF POST WAR AIR FORCE

KITS, SEA WATER DISTILLATION

KITS, SEA WATER DESALTING

ROPE FOR MULTI PLACE LIFE RAFTS

PRESSURE BREATHING DEMAND REGULATORS

ODOGRAPHS, AIRBORNE TYPE A-1

ARNOLD

DISTRIBUTION:
AFDRES
AFREQ/M
AFRER
AFDBS-4
AFBPR
AFDCO

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(This teletype was delivered by hand by Gen Crawford to Wright Field)

PRIORITY 4 SEPTEMBER 1945 HQ AAF, AFDMA-4S

COMMANDING GENERAL, Col. E. G. Barber/dk 4869

AIR TECHNICAL SERVICE COMMAND

WRIGHT FIELD, DAYTON, OHIO E. M. POWERS

(Signed) E. M. POWERS

ATTN: PROCUREMENT DIVISION (TSBUY) Major Gen., U. S. A.

AMS-1

IT IS DIRECTED THAT THE JX-3 PRODUCTION SCHEDULE AS PHONED BY THIS OFFICE TO LT. COLONEL C.W. BURRUCKER BE IMPLEMENTED. PRODUCTION WILL BE ADJUSTED AND CONTRACT TERMINATIONS WILL BE MADE ON THE BASIS OF SHOP COMPLETED BUT NOT ACCEPTED AIRCRAFT AS OF THIS DATE. YOUR RECOMMENDATIONS COVERING NEW PRODUCTION ARTICLES SHOULD BE FORWARDED TO THIS HEADQUARTERS FOR APPROVAL BEFORE CONTRACTS ARE INITIATED.

ARNOLD

AFDMA-4S AFDMA-4 AFDMA-1 AFAMS-1

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Directed Procurement

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Assistant Chief, Procurement Division

18 August 1945
JEA/mps/74126

Interim Report of Action Taken to Date With Respect to Directed Procurements.

1. Two teletypes were received from the Supply Division, Headquarters, ATSC, on 14 August 1945, containing a list of 372 items of directed procurement together with information to the effect that the items listed therein would be continued under procurement, subsequent to V-J Day in the absence of instructions to the contrary from this headquarters.

2. At a meeting held with representatives from interested offices in M&S of this headquarters, it was decided that an immediate review should be made of each of the directed procurements listed, with a view toward re-determining quantitative requirements in the light of an imminent announcement of V-J Day.

3. In order to accomplish this re-determination of requirements, representatives of the Materiel and Air Services Division, M&S, reviewed each individual item to determine primary responsibility for the issuance of the directive establishing the requirement. As a result 13 of the 372 items were assigned to the Materiel Division for preparation of specific instructions and the remainder of the items assigned to the Air Services Division for similar action.

4. On 16 August 1945, Teletype TSBPR-8-6 from the ATSC advised that some directed procurements from this headquarters had been cancelled inadvertently the preceding day and advised further that it proposed to allow those cancellations to remain in effect unless or until specific instructions were received from this headquarters with respect to each individual transaction. In reply to this teletype, the ATSC was requested to furnish this headquarters with a list of all open procurements entered into pursuant to specific directives from this headquarters, except where:

a. such information had been previously furnished as indicated in paragraph 1 above,

b. the contracts cover pilot training, and

c. further specific instructions with respect to particular contracts were not considered necessary.

5. As of 1700, 18 August 1945, the following action had been accomplished in connection with paragraph 2 above:

(1) Instructions have been issued ATSC to continue 62 of the

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contracts on the long teletype.

(2) Instructions have be issued ATSC to cancel 2 of the contracts on the long teletype.

6. In addition to the foregoing action, instructions have been issued directly from this Division to the ATSC contraining specific instructions with respect to 8 service contracts. Instructions from this Division on 10 other service contracts will be forwarded ATSC as soon as further information is received.

7. All contracts written in this office (49-035) have been completed and final payment made.

J. E. AHLF
Lieut. Colonel, Air Corps
Chief, Local Purchase Branch

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SUBJECT: Status of Directed Procurements Termination 22 August 1945

TO: AC/AS, M&S, Control Office

FROM: AC/AS, M&S, Procurement Division 1 Col Ahlf/mps/74125

1. Pursuant to instructions from Colonel Moore, a telephone call was placed by Colonel Henrie to Colonel Dana, Supply Division, ATSC. Colonel Dana was requested to hold up the reinstatement of terminated directed procurements for a few days as it is believed by that time specific instructions will have gone out from this headquarters with respect to the continued requirement or the authority to terminate each individual directed procurement. Colonel Dana agreed to withhold reinstatement action as suggested. In order to expedite action, an agreement was reached wherein this office furnished by telephone to Colonel Dana's office, instructions on 130 directed procurements. It was further agreed that a daily summary of action desired on directed procurements would be furnished Colonel Dana for the next few days.

2. Colonel Dwyer advises that with the exception of ten or twelve items all directed procurements of communications equipment have been covered by specific instructions from his office with respect to whether those items are to be continued or cancelled. Colonel Dwyer anticipated that the ten or twelve remaining items will be handled 22 or 23 August at the latest.

3. On 20 August 1945, a list of 31 additional items of directed procurements, comprised of Class 28 items, was received. Specific instructions have now been requested by ATSC on 403 individual items. As of 1700, 21 August 1945, specific instructions had been issued to the Commanding General, ATSC on 130 contracts. A breakdown of this number reveals that 97 contracts should be continued, 17 to be terminated in whole or in part and 16 were referred back to Wright Field due to the fact that a basis of issue now exist for those items and ATSC has information upon which to determine whether those 16 items should be continued or terminated.

4. Additional information has been requested from the Supply Division, ATSC, on 150 items which were unidentifiable in this headquarters. It is anticipated that this information will be received by telephone about 0930, 22 August 1945.

HOMER H. HENRIE
Colonel, Air Corps
Ass't. Chief, Procurement Division

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SUBJECT: Status of Directed Procurements Termination

TO: AC/AS, M&S, Control Office

FROM: AC/AS, M&S, Procurement Division

23 August 1945

1

HAS/eeh/74126

As of 1700 hours 22 August 1945 the following is the status of action taken by offices of AC/AS, M&S in regard to the contracts listed on TSSUP Teletype dated 12 August 1945:

Terminated in whole	26
Terminated in part	4
Continued	100
Action to be determined by ATSC	17
No action yet directed	256
Total	403

H.H. HENRIE
Colonel, Air Corps

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SUBJECT: Status of Directed Procurements Termination

TO: AC/AS, M&S, Control Office — 24 August '45 — 1

FROM: AC/AS, M&S, P rocurement Division — HAS/mps/74126

1. As of 1700hours, 23 August 1945, the following is the status of action taken by offices of AC/AS, M&S, in regard to the contracts listed on TSSUP Teletype dated 12 August 1945 and supplements thereto:

Terminated in whole	28
Terminated in part	5
Continued	102
Action to be determined by ATSC	57
No action yet directed	211
Total	403

2. Action has been taken on all contracts directed by Materiel Division AC/AS, M&S.

3. Action has been taken on 17 of the 18 contracts written at the direction of Procurement Division, AC/AS, M&S.

H.H. HENRIE
COLONEL, Air Corps

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SUBJECT: Status of Directed Procurements Termination

TO: AC/AS-4, Control Office

FROM: AC/AS-4, Procurement Division

25 August '45

HAS/mps/74126

1. As of 1700 hours, 24 August 1945, the following is the status of action taken by offices of AC/AS-4 in regard to the contracts listed on TSSUP Teletype dated 12 August 1945 and supplements thereto:

Terminated in whole	30
Terminated in part	6
Continued	105
Continue until further notice	4
Action to be determined by ATSC	58
No action yet directed	198
Total	401

2. Colonel Dana's office, Supply Division, ATSC, is submitting a revised list of directed procurements on which specific instructions are required from this headquarters. This list will be made up as of 24 August 1945 and should be received in this office today.

3. This action is being taken in view of the fact that there is an indeterminate number of items included in the original list of items on which detailed instructions from this headquarters are no longer required either because instructions have gone out from this headquarters without the knowledge of the undersigned or the information has proven to be available at Wright Field.

H.H. HENRIE
Colonel, Air Corps

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SUBJECT: Status of Directed Procurements Termination

TO: AC/AS-4, Control Office

27 August '45
1

FROM: AC/AS-4, Procurement Division

JEA/mps/74126

1. As of 1700, 25 August 1945, the following is the status of action taken by offices of AC/AS-4 in regard to the contracts listed on TSSUP Teletype dated 12 Agust 1945 and supplements thereto:

Terminated in whole	48
Terminated in part	12
Continued	112
Contine until further notice	4
Action to be determined by ATSC	63
No action yet determined	162
Total	401

2. As a result of a telephone conversation with a representative of Colonel Dana's office, 23 August 1945, it was noted that a discrepancy existed between our records of action taken by this headquarters on the teletypes referred to above and information then available at Wright Field. It was suggested that a revised teletype be submitted to this headquarters listing all directed procurements on which additional information was required as of that afternoon. This suggestion was complied with by Colonel Dana's office and Teletype TSSC040-8-44 dated 25 August 1945 was submitted listing 33 items. This teletype superseded all previous lists of directed procurements requiring additional instructions from this headquarters. A review of the revised list totaling 33 items reveals the following status as of 1500 hours, 27 August 1945.

Items covered by instructions from this headquarters	13
Items on which specific instructions have not as yet been submitted to ATSC	20
Total	33

3. The discrepancy referred to in paragraph 2 above resulted from the fact that,

a. number of duplications existed in the original teletype under different nomenclature.

b. some items listed were subsequently covered by TOs and Ks or SLOEs and specific instructions from this headquarters was found to be unnecessary.

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SUBJECT: Status of Directed Procurements Termination — 27 August '45, 1 Cont'd

TO: AC/AS-4, Control Office — JEA/mps/74126

FROM: AC/AS-4, Procurement Division

c. specific instructions had already been furnished the ATSC but were not immediately available in the appropriate organization.

d. specific instructions were issued and copies not made available to the undersigned.

H. H. HENRIX
Colonel, Air Corps

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SUBJECT: Status of Directed Procurements Termination — 29 August '45

TO: AC/AS-4, Control Office — HAS/mps/74126 1

FROM: AC/AS-4, Procurement Division

1. Teletype TSSC04C-8-44, dated 25 August 1945, listed 33 contracts written at the direction of this headquarters. This teletype was supplemented by Teletype TSSC04C-8-45 dated 27 August 1945, which listed 24 additional directed procurements making a total of 57 contracts. The following is the status of action taken by offices of AC/AS-4 in regard to the 57 contracts presently listed on both teletypes.

Terminated in whole	7
Terminated in part	3
Continued	11
Continue until further notice	2
Action to be determined by ATSC	1
Contracts already completed	5
No action yet taken	28
Total	57

2. Informal advice has been received from Supply Division, ATSC, that an additional teletype listing approximately 17 more contracts in Class 28 will be sent today.

H. H. HENRIE
Colonel, Air Corps

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SUBJECT: Status of Directed Procurements Termination

TO: AC/AS-4, Control Office

FROM: AC/AS-4, Procurement Division

29 August '45
1
HAS/mps/74126

1. Teletype TSSC04C-8-44, dated 25 August 1945, listed 33 contracts written at the direction of this headquarters. This teletype was supplemented by Teletype TSSC04C-8-45 dated 27 August 1945, which listed 24 additional directed procurements making a total of 57 contracts. The following is the status of action taken by offices of AC/AS-4 in regard to the 57 contracts presently listed on both teletypes.

Terminated in whole	7
Terminated in part	3
Continued	11
Continue until further notice	2
Action to be determined by ATSC	1
Contracts already completed	5
No action yet taken	28
Total	57

2. Informal advice has been received from Supply Division, ATSC, that an additional teletype listing approximately 17 more contracts in Class 28 will be sent today.

H. H. HENRIE
Colonel, Air Corps

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SUBJECT: Status of Directed Procurements Termination

30 August 1945

TO: AC/AS-4, Control Office

1

FROM: AC/AS-4, Procurement Division

Maj Smith:ms/74126

1. Teletypes TSSC04C-8-44, dated 25 August 1945, and TSSC04C-8-45, dated 27 August 1945, listed 57 contracts written at the direction of this headquarters. On 29 August 1945 teletype TSSC04C-8-49, dated 28 August 1945, listing 13 additional contracts was received. The following is the status of action taken as of 1700 Hours, 29 August 1945, by offices of AC/AS-4 in regard to the 70 contracts presently listed on the three teletypes:

Terminated in whole	22
Terminated in part	8
Continued	16
Continue until further notice	2
Action to be determined by ATSC	1
Contracts already completed	5
No action yet taken	16
Total	70

2. Of the 13 contracts listed on teletype TSSC04C-8-49, dated 28 August 1945, direction in regard to 11 of the contracts had been given on two teletypes from Air Services Division. However, these teletypes were not specific enough for ATSC to identify the items referred to. Clarifying teletypes were sent on 29 August 1945.

3. On teletype TSSC04C-8-45 previous instructions had been given on four of the 24 contracts listed.

4. On teletype TSSC04C-8-44 direction had previously been given on 13 of the 33 contracts listed.

5. There is apparently considerable delay in teletypes from this headquarters reaching the Control Office, Supply Division, ATSC. This situation results in contracts being listed on ATSC teletypes when instructions from AC/AS-4 have already been dispatched.

H. H. HENRIE
Colonel, Air Corps
Ass't Chief, Procurement Division

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SUBJECT: Status of Directed Procurements Termination

1 Sept. '45

TO: AC/AS-4, Control Offic
ATTN: Captain M. J. Fox, Room 4E-121

HAS/mps/74126

FROM: AC/AS-4, Procurement Division

1. As of 1700 hours, 31 August 1945, the following is the status of action taken in regard to the 70 directed procurements listed on Teletypes TSSC04C-8-44, dated 25 August 1945, TSSC04C-8-45, dated 27 August 1945 and TSSC04C-8-49, dated 28 August 1945:

Terminated in whole	23
Terminated in part	10
Continued	17
Continue until further notice	3
Action to be determined by ATSC	2
Contracts already completed	5
No action yet taken	10
Total	70

2. In addition a Message Form, dated 28 August 1945, was received from the Chief, Procurement Division, ATSC, listing 32 additional procurements directed by this headquarters and executed in the Procurement Division, ATSC. The 10 contracts listed in paragraph 1 above, upon which no action has been taken, plus these 32 contracts from TSBPR totals 42 directed procurements concerning which this headquarters has yet to make a determination.

H. H. HENRIE
Colonel, Air Corps

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SUBJECT: Status of Directed Procurements Termination

4 Sept. '45

TO: AC/AS-4, Control Office
ATTN: Capt. M. J. Fox, 4E-121

1
HAS/mps/74126

FROM: AC/AS-4, Procurement Division

1. As of 1700 hours, 1 September 1945, the following is the status of action taken in regard to the 101 directed procurements listed on Teletypes TSSC04C-8-44, dated 25 August 1945, TSSC04C-8-45, dated 27 August 1945, TSSC04C-8-49, dated 28 August 1945 and Messageform, dated 28 August 1945:

Terminated in whole	36
Terminated in part	16
Continued	17
Continued until further notice	3
Action to be determined by ATSC	13
Contracts already completed	5
No action yet taken	11
Total	101

2. On 1 September 1945, Teletype TSSUP-8-34, dated 29 August was received. This teletype stated that instructions in regard to the above directed procurements had not been received on 43 of the items. This situation doubtless results from the Supply Division, ATSC, not yet having received all the teletypes that have been dispatched from this headquarters.

3. Teletype TSSUP-8-34 also states that no reply has been received in regard to recommendations made by ATSC on Technical Instructions and Special Projects. This office has understood for some time that an agreement was reached with ATSC whereby continuation or cancellation of procurements resulting from Technical Instructions and Special Projects would be determined by ATSC.

4. In teletype TSSUP-8-34 complaint is also made that satisfactory replies have been received to only 18 out of 121 communications equipment items. Communications Equipment Branch, Air Service Division, adivses that replies to all inquiries have been made and that in order to clarify the records two officers from that Branch will proceed to Wright Field on 4 September 1945.

H. H. HENRIE
Colonel, Air Corps

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AFDCO-1
Capt. M. J. Fox/jt/5968

31 August 1945

MEMORANDUM FOR: Major General Powers

SUBJECT: Action on Directed Procurement Terminations

1. Further reference is made to report submitted to you on 21 August, subject: "Matters discussed in telephone conversation between Gen. Powers and Gen. L. T. Miller on 10 August ".

2. Through 27 August, ATSC had submitted requests on more than 400 items. A review of the general situation by ATSC, on 27 August showed that necessary information had been obtained on all but 57 contracts. Since then, additional information has been requested on 13 contracts.

3. As of the close of business on 30 August, replies had been sent to ATSC from this Headquarters on all but 16 of the 70 contracts for which ATSC thus still required instructions.

4. Action had been taken in regard to all directed procurement items in Class 16 and 28D (communications equipment and radar training devices) by 25 August.

5. The Sub-Committee, of which Col. Henrie was Chairman, and which coordinated furnishing the necessary information on directed procurement terminations, has submitted daily reports on the status of this problem. It would appear that the matter will be closed in the near future.

SAM S. MULLIN
Lt. Colonel, Air Corps
Chairman, A-4 VJ Day Committee

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AFDMA-2G/Major Vogel/mjr/4908

HEADQUARTERS ARMY AIR FORCES
Office, Asst. Chief of A/S-4

Inter-Desk Memo

DATE 4 Sep 45

MEMORANDUM FOR LT. COLONEL MULLIN, CONTROL OFFICE

SUBJECT: Status of JB-2 Production

1. Col. Barber, of the Aircraft Projects Branch, and V-J Day termination officer, directed JB-2 termination by 31 August, at which time 1458 JB-2 were to be delivered.

2. On 30 August 1945 at the request of ATSC Production Division, immediate termination of JB-2 contract was directed. A two-week delay was forseen in production due to a strike at a sub-contractors plant resulting in the government paying for the operation of the contractor plant for these two weeks with no production. The approximate 85 to 90 units which would be lost in this period are not required.

/s/ V. A. Stace

V. A. STACE
Lt. Col., Air Corps

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Written by Maj. H. A. Smith
9/6/45

ROUTINE	AC/AS-4, CONTRACTS DIVISION
COMMANDING GENERAL	H. A. SMITH, MAJOR, AC 74126
AIR TECHNICAL SERVICE COMMAND	C. H. DYSON /s/ Col. Mullin for Col. Dyson
WRIGHT FIELD, DAYTON, OHIO	COL., AC

DPR RHUTT TSSUP DASH EIGHT DASH THIRTY FOUR CMA DTD TWENTY NINE AUG FORTY FIVE REGARDING STATUS OF DIR PROCUREMENTS PD REPHONE FOUR SEPT BETWEEN MAJ H A SMITH THIS OFFICE AND CAPT J C HURDMAN YOUR OFFICE CMA RECORDS OF THIS OFFICE INDICATE THAT OF THE SEVENTY ONE ITEMS LISTED ON YOUR TTS TSSCO FOUR C DASH EIGHT DASH FORTY FOUR CMA TSSCO FOUR C DASH EIGHT DASH FORTY FIVE AND TSSCO FOUR C DASH EIGHT DASH FORTY NINE INSTRUCTIONS REMAIN TO BE SENT TO YOUR HQ ON ONLY TEN PD IT IS EXPECTED THAT INSTRUCTIONS ON REMAINING TEN CONTRACTS WILL GO FWD WITHIN THIS WK PD REGARDING CL SIXTEEN COMM EQUIP ITEMS THIS OFFICE IS ADVISED THAT TWO OFFICERS FROM COMM EQUIP SEC PROCEEDED TO WRIGHT FLD FOUR SEPT FOR PURPOSE OF CLARIFYING PREVIOUS INSTRUCTIONS PD INSTRUCTIONS ON ACTION TO BE TAKEN ON PROCUREMENTS RESULTING FROM TECH INSTRUCTIONS WILL BE MADE BY SIX SEPT PD CONFIRMING TP CONVERSATION FIVE SEPT BETWEEN MAJ SMITH AND CAPT HURDMAN RE SP OVERSEAS PROJECTS IN TT TSSUP DASH EIGHT DASH THIRTY FOUR WAS IN ERROR AND YOUR OFFICE EXPECTS NO ACTION BY THIS OFFICE IN REGARD THERETO END

ARNOLD

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Rerouting of Materiel

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SECRET

SUBJECT: Stoppage of B-29 Movement DATE 13 August 1945

TO: IN TURN: (1) AC/AS-3, Commitments Division - Aircraft Branch
(2) AC/AS, M&S, Aircraft Distribution Control Branch

FROM: AC/AS-3, Commitments Division - Allocations Branch

Comment No. 1
Maj Snider:so:3131

1. It is requested that necessary action be taken to effect the immediate stoppage of overseas movement from U. S. of all replacement B-29 aircraft now scheduled for the Eighth and Twentieth Air Forces except those for the 315th and 316th Wings, the 509th Composite Group (393rd Squadron) and Project 98306-S.

2. The foregoing action is to remain in effect for several days until superceding instructions will be issued, and is not intended to affect production or modification output.

/s/ Wm. J. Holzapfel, Jr.
WM. J. HOLZAPFEL, JR.
Colonel, Air Corps

TO: AC/AS, M&S, Aircraft Distribution Control Branch DATE 14 August 1945

FROM: AC/AS-3, Commitments Division

Comment No. 2
Maj Soucy/esr/71050

Necessary instructions were issued 13 August 1945 to CGs, CAF and ATC, providing for implementation of request stated in Comment 1 above.

/s/ Robt. L. Matthews
for GEO. McCOY, JR.
Brig. Gen., USA

TO: AC/AS-3, Commitments Division

DATE 22 August 1945
AFDCO-5

FROM: AC/AS, M&S, Control Office
Aircraft Distribution Control Branch

Comment No. 3
Maj Canfield/fbh/74062

Necessary instructions have been issued to implement requests contained above.

C. W. NEWHALL, JR.
Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Control Office
AC/AS, Materiel and Services

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Aircraft Distribution
Control Branch

17 August 1945

MEMORANDUM FOR: M&S VJ-Day Committee

SUBJECT: Movement of aircraft relative to VJ-Day

1. Following action has been taken through 1200 17 August 1945 by the Aircraft Distribution Control Branch on the movement of aircraft in connection with VJ-Day:

a. 1300 13 August 1945, stopped the movement of all standard replacement B-29 aircraft from POAE and had the aircraft returned to domestic staging areas.

b. 2240 14 August 1945, instructed ADO (Wright Field) to put the AAF Materiel Demobilization Plan for VJ-Day into effect.

c. 0920 17 August 1945, instructed ADO (Wright Field) to hold in abeyance all aircraft delivery instructions on CAF and Training Command aircraft pending clarification of future requirements by AC/AS-3.

NOTE: It is contemplated that AC/AS-3 will have revised requirements within two days.

/s/ R. C. Ward, Lt. Col., AC

for C. W. NEWHALL, JR.
Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Control Office
AC/AS, Materiel and Services

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ARMY AIR FORCES
Headquarters
Air Technical Service Command

Wright Field, Dayton, Ohio
18 August 1945

SUBJECT: V-J Day Directives.

TO: Commanding General
Army Air Forces
Washington 25, D. C.

Attn: Colonel E. W. Mullen, Deputy Control Officer,
AC/AS, M&S.

1. In response to your recent verbal inquiry, the following information is submitted:

2. War Department and AAF Directives pertaining to V-J Day were written on 9 August and received at this Headquarters the afternoon of 10 August.

3. Recognizing the need for some sort of stopgap instructions to ATSC field installations in the event of a V-J Day announcement prior to receiving the instructions from Headquarters, Army Air Forces, this Headquarters sent an air mail letter to all Area and Overseas Headquarters on 8 August.

4. Obviously, insufficient time elapsed between the letter issued by this Command on 8 August and the implementation of the V-J Day plan on 14 August to have many shipments carry the prescribed SHP or STO.

5. To offset the disadvantage of not having shipments all marked "SHP" or "STO", the following plan was put in effect by this Headquarters:

a. The POATSC was requested to supply this Headquarters with a complete list of all advance notices of cars in transit to West Coast ports on the implementation of the V-J Day plan. Before submitting the list to this Headquarters, the Pacific Overseas Command screened the contents of these cars as described in the advance wire notices and placed SHP or STO opposite the car number indicating disposal desired. A copy of this list was then supplied to the ATSC V-J Day team in Washington, D. C.

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6. When the AAR list of AAF cars stopped is submitted to the V-J Day team from this Headquarters, it is a simple matter for them to consult this master list for desired disposition.

7. The above plan is functioning very well and only a small percentage of car numbers submitted to the V-J Day team were not found on the master list.

For the Commanding General:

/s/ W. D. Dana

W. D. DANA
Colonel, Air Corps
Chief, Supply Division

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20 August 1945

Maj Canfield/fbh/74062

SUBJECT: VJ-Day Instructions Pertinent to Flight Delivery of Aircraft to Overseas Destination

TO: Commanding General
Air Technical Service Command
Wright Field, Dayton, Ohio

1. Attached copy of letter dated 18 August 1945, subject above, from this Headquarters to Commanding General, Continental Air Forces, is forwarded for your information.

2. Chief, Aircraft Distribution Office has been furnished a copy of inclosure under separate cover.

BY COMMAND OF GENERAL ARNOLD:

/s/ P. C. Ward, Lt. Col., AC
Acting Chief
Aircraft Distribution Branch
Control Office, AC/AS, M&S

1 Incl
Identified above

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Wrtn 17 Aug 45
Major Soucy/ear/71050

VJ-Day Instructions Pertinent to Flight Delivery of Aircraft to Overseas Destinations

Commanding General
Continental Air Forces
Bolling Field 20, D. C.

Attention: A-3

1. Reference is made to the following directives issued by this Headquarters:

a. Part 1, Tab A-C-3 dated 9 August 1945 (as revised 14 August) "AAF Materiel Demobilization Plan for VJ-Day".

b. Letter dated 10 August 1945, subject: "Disposition of Aircraft and Crews by CAF Staging Activities on VJ-Day."

c. Letter dated 11 August 1945 (as amended 15 August) subject: "Manning and Training Directives (Effective VJ-Day)."

d. Letter dated 14 August 1945, subject: "Freeze on Movement of B-29 Aircraft."

2. The following instructions will supercede and govern the above cited correspondence insofar as conflictions arise pertinent to the disposition of aircraft scheduled for flight delivery to overseas destination:

a. Delivery of all AAF aircraft on unit equipment and reserve projects for ultimate overseas destinations will continue.

b. Delivery of all AAF aircraft on projects intended for conversion of units now in theater will continue.

c. Delivery of AAF aircraft on the following replacement projects will continue:

(1) All emergency rescue projects.

(2) All aircraft assigned to Air Transport Command.

(3) All F-13 (Ren B-29) and F-7 (Ren B-24) projects.

(4) All AAF aircraft on weather reconnaissance projects.

(5) All B-32 projects.

(6) All B-24 "Ferret" projects.

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d. B-29 aircraft on replacement projects earmarked for units indicated below will continue:

315th Wg	316th Wg	509th Composite Gp
98288-R	98312-R	98296-R
98295-R	98320-S	98289-S
98314-R	98321-R	98262-R
98324-R	98326-R	98325-R

All other B-29 replacement projects are hereby amended to cover only such part of the projects as have been dispatched from the United States. All B-29 aircraft and crews assigned thereto at the POAE affected by this order are to be used to implement the VHB program in accordance with previous instructions.

e. Delivery of all AAF aircraft on special projects (project numbers followed by suffix letter "S") for ultimate overseas destination will continue.

3. AAF aircraft and crews assigned thereto on the following replacement projects which are now "frozen" at the POAE will be returned to staging area designated by the Commanding General, Continental Air Forces for deprocessing of aircraft and crews:

Type	Number	Project Number	Place
B-25J	17	97202-R	Mather Field
B-25J	4	97220-R	Mather Field
B-24M	12	97318-R	Mather Field

4. The Commanding General, Air Transport Command, and Chief, Aircraft Distribution Office, have been notified accordingly.

By command of General ARNOLD:

/s/ Brig. Gen. McKee
Deputy Asst. Chief of S/S-3

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S E C R E T

Hq AAF AC/AS M&S AFDAO-2A
72345 Captain Reigler/lk

21 August 1945

Commander in Chief Army Forces Pacific Administration Manila Philippine Islands

Commanding General U S Army Strategic Air Forces Guam Marianas

Commanding General US Forces India Burma Theatre New Delhi India

Commanding General US Forces China Theatre Chungking China

INFORMATION:

Commanding General San Francisco Port of Embarkation Port Mason California

Commanding General Los Angeles Port of Embarkation Wilmington California

Commanding General New York Port of Embarkation Brooklyn New York

Number: WARX 52474

For COMGENFEAF COMGENAAF China COMGENAAF IB signed COMGENAIR

Look at paragraph 7 letter file AG 400 (13 Aug 45) OB-S-D-M dated 13 Aug 45 subject "War Department Supply Plan for Period II". Request you present 60 day level for OAF with basis covering all AIRORDV items. At same time furnish list of all excess or deficit of these items within your theatre as of 31 Aug 45 including all vessels by name and number scheduled for unloading.

End. AF 2096

ORIGINATOR: CG AAF
INFORMATION: OPD
CM-OUT-52474 (Aug 45) DTG: 211807Z ejc

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22 August 1945

SUBJECT: Re-routing of Aircraft in Connection with VJ-Day

TO: Commanding General
Air Technical Service Command
Wright Field, Dayton, Ohio
TSSAD's Attention

1. Confirming unrestricted telephone conversation 1500 EWT 13 August 1945 (Mr. Dunavent, Aircraft Distribution Office from Maj. Canfield, Headquarters, Army Air Forces), the Commanding Generals of Air Transport Command and Continental Air Forces have been instructed to stop the movement from continental United States of all standard replacement B-29 aircraft for Eighth and Twentieth Air Force, excluding those for 315th and 316th Wings, 509th Composite Group and those on Project 98306-S, and to return the affected aircraft to Continental Air Forces. It is desired that you implement the foregoing.

2. Confirming unrestricted telephone conversation 2240 EWT 14 August 1945 (Capt. Pansing, Aircraft Distribution Office from Maj. Canfield, Headquarters, Army Air Forces), Army Air Forces Materiel Demobilization Plan for VJ-Day was placed into effect.

3. Confirming unrestricted telephone conversation 0920 EWT 17 August 1945 (Maj. Wickham, Aircraft Distribution Office from Maj. Canfield, Headquarters, Army Air Forces), instructions covering flight delivery within continental United States of aircraft applied on projects will be placed in abeyance and will be released as clarification by project is established. Such clarification will be issued in the customary manner by direct contact between the Dispatchers involved and supported by Aircraft Delivery and Modification Instructions.

BY COMMAND OF GENERAL ARNOLD:

C. W. NEWHALL, JR.
Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Control Office
AC/AS, Materiel and Services

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S E C R E T

AC/AS, M.S Air Chemical
AFDCH-5 72375 Capt Duncan

23 August 1945

Commanding General,
Army Air Forces,
India Burma Theater,
Calcutta, India

INFORMATION:

Commanding General,
US Forces India Burma Theater,
New Delhi, India

Number: WARX 53803

Reurad CASX 1124 signed COMGENAIR

Disposition of all chemical bombs in theater found unserviceable by inspectors is authorized in accordance with section 4 WD circular No. 379 dated 19 September 44.

New subject: Disposition on incendiary munitions will be furnished later.

End

AF 2351

NOTE: CASX 1124 is CM-IN-21591 (22 Aug 45)

ORIGINATOR: CG AAF

INFORMATION: OPD

CM-OUT-53803 (Aug 45) DTG: 232238Z cp

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S E C R E T

AC/AS-4 Air Chem AFDCH-5
Capt Duncan/sh 72375

29 August 1945

Commanding General
Mediterranean Allied Air Forces
Caserta, Italy

Commanding General
USAF Mediterranean Theater of Operations
Caserta, Italy

Number: WARX 56823

Reurad MX 59443 signed COMZNAIR

Disposition of incendiary munitions remaining in theater will be forwarded when war reserves are established.

End

AF 2954

Note: MX 59443 is CM-IN-27054 (28 Aug 45)

ORIGINATOR: CG AAF

INFORMATION: ASF-CWS
OPD

CM-OUT-56823 (Aug 45) DTG 292213Z

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S E C R E T

AC/AS-4 Air Chemical AFDCH-5
Capt Duncan/sh 72375

31 August 1945

Commanding General
Army Air Forces, Mediterranean Theater of Operations,
Caserta, Italy

INFORMATION:

Commanding General,
US Army Forces, Mediterranean Theater of Operations,
Caserta, Italy

Number: WARX 57963

Recurad WARX 52058 and recurad M 59124 signed COMGENAIR.

Disposition of toxic bombs in your theater will be forwarded when war reserves are established.

End

AF 3200

Note: M 59124 is CM-IN-18214 (19 Aug 45)

ORIGINATOR: CG AAF

INFORMATION: ASF-CWS, OPD

CM-OUT-57963 (Aug 45) DTG: 312154Z rmt

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VHB Deployment

TO: AC/AS-1 — 1 Sept 45
AC/AS-2
AC/AS-4 — 1
AC/AS-5
Special Projects
Statistical Control
Program Monitoring

FROM: AC/AS-3

1. The attached plan concerning reduction in VHB deployment was approved this date by the Deputy Chief of Staff.

2. Theater Commanders concerned will be notified by this office through the War Department.

3. Request that you take such action as may be required to implement the plan as comes within the jurisdiction of your office.

/s/ William F. McKee

WILLIAM F. McKEE
Brigadier General, U.S.A.
Deputy Ass't Chief of Air Staff - 3

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30 August 1945

MEMORANDUM FOR THE DEPUTY COMMANDING GENERAL, ARMY AIR FORCES:

SUBJECT: VHB Deployment

1. Originally, 40 VHB groups were to be deployed. Plans approved 29 August by the Deputy Commanding General, Army Air Forces, provide for a total of 25 VHB groups in the interim air force deployed as follows:

Pacific	12 groups
Alaska	1 group
United States	5 groups
Caribbean	2 groups
European OAF	5 groups

2. At the present time, there are already 25 VHB groups in the Pacific, including the 509th Composite Group. In addition, there are 15 goups in the United States awaiting deployment to the following areas with readiness dates of 1 October:

Pacific	9 groups
Alaska	1 group
Europe	5 groups

The nine (9) additional groups could be accomodated in the Pacific provided substantial readjustments are made in shipping and considerable construction is undertaken.

3. Since there are already in the Pacific 13 groups more than the total number called for by the present interim air force plan, the deployment of an additional 9 groups to that area does not appear warranted. This contention is supported by considerations of economy, morale, and possible public criticism.

ACTION RECOMMENDED

It is recommended that the following action be taken to accomplish the deployment of a total of 25 VHB groups as outlined in paragraph 1:

a. The nine (9) groups now in the U.S. and scheduled for deployment to the Pacific be inactivated or disbanded.

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b. The five (5) groups scheduled for deployment to the European Theater and the one(1) group for the Alaskan Theater be committed as presently planned.

c. The twenty-five (25) groups now in the Pacific be reduced to twelve (12) as follows:

(1) The 58th Wing consisting of five (5) groups (including the 509th Composite Group) be returned to the U. S. prior to 1 January 1946 for retention in the strategic reserve.

(2) The 73rd Wing be returned to the U. S. prior to 1 January 1946; the Wing Headquarters and two (2) groups to be later committed to the Caribbean and the remaining two (2) groups to be disbanded.

(3) Two (2) additional groups be returned from the Pacific after 1 January 1946 and disbanded.

(4) Inactivate the 382nd and 383rd groups in their present locations.

d. The ultimate disposition of the twelve (12) groups in the Pacific be determined in order that commanders can properly prepare their post-war plans.

HOYT S. VANDENBERG
Lt. General, U.S.A.
Assistant Chief of Air Staff - 3

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Lend-Lease

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14 August 1945

AFDAO-3 AAF 401

SUBJECT: Stoppage of Lend-Lease Shipments of Aviation Ordnance Items on VJ-Day

TO: Commanding General, Army Service Forces, International Division, The Pentagon, Washington 25, D. C.

1. It is requested that action be taken to stop transfer on all Aviation Ordnance items assigned by MAC(AIR) to Lend-Lease nations, upon the official declaration of VJ-Day.

2. It is further requested that as soon as possible after the stoppage has been effected, this Headquarters be advised of the items stopped, together with the Sequence Record number affected.

3. Such items as are stopped in transit should be returned to Chief of Ordnance depots.

For the Commanding General:

H. C. PORTER
Colonel, Ord. Dept.
Actg. Air Ordnance Officer

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Hq AAF AFDMA-4S
2148 Major Squires

17 August 1945

Commanding General
Air Technical Service Command
Wright Field, Ohio

DTG: 172104Z

Attention Adler and Swatland info Miller and Doty from Powers signed Arnold

Production of Merlin engines for British at Packard is subject. Production of Merlin 68, 300 and 301 engines at Packard will be terminated immediately.

End

1748

This message transmitted without serial number for reasons of cryptographic security. The above date time group should be used as the basic reference number in future Correspondence.

ORIGINATOR: CG AAF

CM-OUT-50588 (Aug 45) DTG 172104Z fs

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PRIORITY 21 AUGUST 1945

COMMANDING GENERAL
AIR TECHNICAL SERVICE COMMAND
WRIGHT FIELD, DAYTON, OHIO
ATTN: LT.COL. ELLIS PAUL, PROC. DIV.

AC/AS, M&S, PROCUREMENT DIVISION
H. A. SMITN, MAJOR, A.C. 74126

J. B. AHLF
LT. COL., A.C.

DPR

RE CONTRACTS W33-038 AC-3487 CMA SPARTAN AIRCRAFT CO CMA W33-038 AC-3488 CMA TERRELL AVIATION SCH CMA W33-038 AC-3486 CMA SOUTHWEST AIRWAYS CO CMA AND W33-038 AC-3485 CMA RIDDLE-McKAY AERO COLLEGE CMA ALL BRITISH LEND-LEASE PD W/ CONSENT OF ROYAL AF DELEGATION PAREN A/V/M, WILLOCK END PAREN THE FOL CUTBACKS OF THE FOUR BRITISH FLYING TNG SCHS WILL BE EFFECTED CLN

(a) COURSE TWENTY EIGHT FOR FOUR HUNDRED TRAINEES THAT HAD BEEN PLANNED TO START ON 25 AUG 45 CMA WILL NOT START AND THESE PROSPECTIVE TRAINEES ARE RETURNING TO U PD K PD

(b) COURSE TWENTY FIVE GRADUATING ON 27 AUG 45 WILL GRADUATE AS PLANNED PD

(c) COURSES TWENTY SIX AND TWENTY SEVEN AND ALL OTHER TRAINING IN THESE FOUR SCHS WILL BE TERMINATED AS OF 11 SEP 45 CMA AND ALL FLYING WILL CEASE ON 8 SEP 45 PD

(d) IN VIEW OF THE SHORT TIME BETWEEN NOW AND 11 SEP 45 CMA THERE WILL BE NO FURTHER TRFS FROM ONE SCH TO ANOTHER CMA AS EXISTING TRAINEES WILL REMAIN AT THE SCHS WHERE THEY ARE NOW ENROLLED END

ARNOLD

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R E S T RI C T ED

AC/AS, M&S, Mat. Div.
International Branch
(AMD'A-3) Col Workum 71633

22 August 1945

Commanding General
Air Technical Service Command
Wright Field, Dayton, Ohio

DTG 222246Z

Attention Adler and Swatland information Miller and Doty from Powers signed Comgenair.

This is instruction to put into effect all of lend lease VJ-Plan forwarded by memorandum dated 13 August 45 signed Moore attention T-5 subject transmittal of VJ Day plan. Note that message number DTG 172104Z put lend lease VJ plan into effect as to production of Merlin engines. Also note that special instructions dated 21 August 45 subject United Kingdom 40139 concerning British contract flying schools were mailed to Commanding General Air Technical Service Command attention TSSOV setting forth exact dates when training will stop. Exact dates regarding discontinuance of non contract training programs will be arranged here through training command, and no interim action on those programs is required by your command.

End AF 2294

Note: This message transmitted without serial number for reasons of cryptographic security. The above date time group should be used as the basic reference number in future correspondence.

ORIGINATOR: CG AAF

CM-OUT-53287 (Aug 45) DTG 222246Z VP

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22 August 1945

SUBJECT: Stoppage of Delivery of Lend Lease Aircraft

TO: Headquarters, Air Transport Command
Washington, D. C.
Attention: Col. Coyle

1. Confirming unrestricted telephone conversation 1200 22 August 1945, between Col. Coyle of Headquarters, Air Transport Command, and Major Canfield of Headquarters, Army Air Forces, it is desired that the delivery of all Lend Lease aircraft in possession of Air Transport Command, which have not departed ports of aerial embarkation and, in the case of the Alaskan Division, those which have not departed Ladd Field, be stopped and be reported to Aircraft Distribution Office for disposition.

BY COMMAND OF GENERAL ARNOLD:

C. W. NEWHALL, JR.
Colonel, Air Corps
Chief, Aircraft Distribution
Control Branch, Control Office
AC/AS, Materiel & Services

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30 August 1945

MEMORANDUM FOR FILES:

1. Contacted Col. Workum of International Branch, Materiel Division, on 25 August 1945 with reference to future policy of supply of common user items under AG 452 pursuant to question raised by ATSC in their daily report.

2. Col. Workum, after investigating the matter advises that the present theater policies as set forth in OPD cable on lend-lease matters still is the only directive on this subject. No further directives are anticipated until the President or JCS determine future policies.

MORTIMER J. FOX, JR.
CAPTAIN, A.C.

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Lt.Col.H.E.LaTendresse/lb/
71633

1 September 1945

SUBJECT: Presidential Policy on Military Lend-Lease

TO: Commanding General
Air Transport Command
Washington, D. C.

1. Reference is made to the undated D/F for the Secretary of War from Assistant Chief of Staff, G-4, received by CG, AAF on 16 August 1945, subject "Presidential Policy on Military Lend-Lease," paragraphs 2a, b, and d of which read as follows:

"a. Issue to Allied Governments of Lend-Lease munitions and the provision of Lend-Lease services procured and sponsored by the War Department will stop, except for assistance to Allied forces engaged against Japanese forces which have not surrendered.

b. Aid may be furnished to Allied forces in the form of rations, shelter, medical supplies and services, petroleum products, fuel and transportation services where these are not otherwise available to the foreign forces concerned, and where denial of aid would work immediate hardship on Allied forces or on U. S. forces which are dependent upon continued support by elements of Allied forces.

d. Maintenance, repair, training, transportation and other services already undertaken may be continued to nearest practicable stopping point as determined by the senior U. S. commander in overseas theaters, and in all other cases by the War Department."

2. For the implementation of the above, no further transportation of personnel or cargo should be undertaken under lend-lease unless certified by the theater priority boards or in the case of U. S. traffic from Assistant Chief of Staff, G-2.

3. Pending the complete discontinuance of services and supplies provided under the provisions of AAF Reg. 65-41, Hq. Air Technical Service Command will separate and hold in suspense all vouchers dated subsequent to 16 August 1945 awaiting terms and conditions to be fixed by the Foreign Economic Administration.

By command of General ARNOLD:

JOHN G. MOORE
Colonel, Air Corps
International Officer for AAF

BY: JOHN G. SALSMAN
Colonel, Air Corps
Chief, International Branch
Supply Division, AC/AS-4.

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Miscellaneous

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19 August 1945

MEMORANDUM FOR THE CHIEF OF STAFF

SUBJECT: Reductions in AAF Program

1. Immediately upon announcement of surrender of Japan, the AAF VJ Program, published 15 July 1945 and based on assumed victory date of 31 August 1945, became operational. In accordance with this preparatory planning, the scheduled reductions allowing for continued production of advanced and developmental aircraft as directed in the President's letter of 8 August, were effected.

2. Adjustments accomplished to reduce the AAF program to Interim Air Force levels are summarized below:

a. Procurement: Cutbacks since 1 January 1945 have aggregated 80,900 airplanes and total procurement of $18,400,000,000, of which 31,000 airplanes and $9,000,000,000 of total procurement were involved in the 14 August 1945 reductions in scheduled production.

b. "Stop and Ship" Orders: All carload freight and express destined for Pacific and Gulf ports was halted on 14 August 1945 for reexamination. 76 units within Zone of Interior were removed from overseas shipment.

c. Training: Students in flying training have been reduced from 68,000 in January 1944 to 5,500 currently, with 14,000 of this reduction since the first of this year. As a result of VJ actions, flying hours have been cut by an estimated one million hours per month.

d. Personnel: Under demobilization regulations about 16,000 officers and 30,000 enlisted men have been separated through July. Immediate acceleration to an expected 130,000 for August has been directed.

H. H. ARNOLD
Commanding General, Army Air Forces

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C O P Y

C O P Y

PRIORITY 30 AUGUST 1945 AC/AS-4, MATERIEL DIVISION

COMMANDING GENERAL GEN CRAWFORD/hbr 71500

AIR TECHNICAL SERVICE COMMAND

WRIGHT FIELD, DAYTON, OHIO A.R.CRAWFORD

ATTN: ENGINEERING DIVISION (TSENG) BRIG. GEN., U.S.A.

DMA-1

REFERENCE TSENG-8-359 DATED 25 AUGUST ATTENTION GENERALS CHIDLAW AND CRAIGIE. INSTRUCTIONS CONTAINED IN AFDMA-1A-2856 OF 17 AUGUST AND DMA-1A-3099 DATED 18 AUGUST PERTAINING TO A SCHEDULED MEETING OF YOUR LABORATORY CHIEFS WITH REPRESENTATIVES OF A-3 AND A-4 ARE CANCELLED INSOFAR AS IMMEDIATE FUTURE IS CONCERNED. THIS OFFICES CONCURS THAT IT IS A BASIC RESPONSIBILITY OF ATSC TO CONTINUOUSLY REVIEW DEVELOPMENT PROJECTS ORIGINATED BY ATSC, INCLUDING THE FURNISHING OF CONSTRUCTIVE RECOMMENDATIONS FOR THE AUGMENTATION OR ELIMINATION OF PROJECTS DIRECTED BY EITHER A-3 OR A-4. SINCE CURRENT DIRECTIVES TO ATSC EMANATING FROM A-3 AND A-4 ARE IN ALL PROBABILITY NOT IN STRICT ACCORDANCE WITH CURRENT THINKING, REPRESENTATIVES OF A-4 WILL VISIT WRIGHT FIELD TO ASSIST IN JOINTLY REVIEWING LABORATORY PROJECTS WITH A REPRESENTATIVE OF THE CHIEF OF ENGINEERING DIVISION WITH THE VIEW OF ASSISTING GENERAL CRAIGIE'S REPRESENTATIVE IN ELIMINATING PROJECTS INITIATED BY ATSC WHICH ARE NOT ESSENTIAL TO THE REVISED RESEARCH AND DEVELOPMENT PROGRAM OR IN LINE WITH CURRENT MILITARY REQUIREMENTS. A-4'S REPRESENTATIVE WILL ALSO ASSIST IN REVIEWING THOSE PROJECTS BASED UPON DIRECTIVES FROM A-3 AND A-4 AND UPON RETURN TO WASHINGTON WILL RECOMMEND TO A-4 CANCELLATION OF ANY OBSOLETE BUT UNCANCELLED DIRECTIVES OF THAT OFFICE. IT IS REQUESTED THAT YOUR RECOMMENDATIONS FOR A SCHEDULE UNDER

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PRIORITY 30 AUGUST 1945

COMMANDING GENERAL
AIR TECHNICAL SERVICE COMMAND
WRIGHT FIELD, DAYTON, OHIO
ATTN: ENGINEERING DIVISION (TSENG)

AC/AS-4, MATERIEL DIVISION
GEN CRAWFORD/hbr 71500

A.R.CRAWFORD
BRIG.GEN., U.S.A.

DMA-1

CONTINUED:

WHICH REPRESENTATIVES OF A-4 MAY JOINTLY REVIEW ALL LABORATORY PROJECTS BE FURNISHED AT AN EARLY DATE. IT IS CONSIDERED DESIRABLE THAT EITHER GENERAL CRAIGIE OR A QUALIFIED REPRESENTATIVE OF HIS OFFICE ATTEND ALL PROJECT REVIEWS TO INSURE WEEDING OUT OF ALL LABORATORY PROJECTS NOT ESSENTIAL TO THE OVERALL PRESENT AND REASONABLE ANTICIPATED FUTURE REQUIREMENTS OF THE AIR FORCES

ARNOLD

AFDMA-1

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ATSC Status Reports

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WA13
RA17
WOV V URRB NR 1 WD PP
From ATSC Wright Field Ohio 202223Z
To CG AAF Washington
Attn: Major A.W.Betts

TSCPP 1 - 8 -52 Reur tel AFDRE-6 AWB 2776 dtd 8/17/45 concerning implementation of AAF Materiel Demobilization Plan for VJ-Day. The following report is submitted by ATSC for 20 August 1945.

A. Specific instructions still required from Hqs before taking demobilization action.

1. Aircraft storage needs information on type model series and contract block number and specific modifications on

(a) Number of aircraft in Air Force after VJ-Day.
(b) Number of aircraft in reserve storage.
(c) Number of aircraft to be declared surplus.
(d) Number of aircraft that will be returned from overseas, by type model series and the disposition to be made on them.

2. Check of procurement directives required has not been completed.

3. It is necessary that AAF Regulation 65-3 "Priorities for materiel and equipment projects" be revised on a peacetime basis in order for the Divisions to reassign project priorities.

B. The cumulative total of procurement items covered by notification to contractors of terminations schedule changes or continuations.

1. The number of terminations by District is as follows:

Eastern	4037
Warner Robins	113
Central About	4600
Western	403
Hq ATSC	1424

C. Number of items on which notification of desired action has not yet been forwarded to contractors.

1. So far as known none remain to be sent. Reports from the Districts are not yet complete.

D. Instructions issued by ATSC with respect to the movement of supplies.

1. The Readjustment Division instructed all Districts that

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all completed items covered by "overseas emergency requests" should be shipped without further clearance with Supply Division. It also instructed the Districts that undelivered balances on "Accommodation sales" were to be frozen.

2. Instructions were issued by teletype 15 August 1945 to all ATSC Commands to stop shipments of all materiel destined for Pacific Theater and Alaska Department in accordance with TAB A of Materiel Demobilization Plan for VJ-Day dated 9 August 1945 and revision dated 14 1945. The description of detailed directives supporting these general instructions are too voluminous for inclusion in teletype and will be mailed 21 August 1945.

Signed Deputy Commanding General, Plans /T-5/.

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WB124
RC161
WOV V URRM NR 146 WD PP
From ATSC Wright Fld., Ohio 221521Z
To CG AAF ATTN Major A. W. Betts Resources Division, AC/AS, MAS,
Washington, D. C.

TSCPP1-8-54 C1 priority reur teletype AFDHR-6 AWB 2776 dtd 8/17/45 concerning implementation of AAF Materiel Demobilization Plan for VJ- Day the following report is submitted by ATSC for 21 August 1945:

B. Cumulative total of procurement items covered by notifications to contractors of terminations, schedule changes, or continuations.

1. Estimate of total number of contracts involved in schedule changes or continuations will be completed 22 August 1945. This figure will be replaced by an accurate figure as soon as the reconciliation of district records and Wright Field records on all contracts can be fully completed.

2. Number of termination notices issued by District:

Eastern	4307
Warner Robins	113
Central	About 4600
Western	403
Hq ATSC	1424

Total approximately 10847

Note rescissions are not included in the above totals and for contract settlement purposes many of the terminations will be consolidated. The contract price of items cancelled will be approximately 8 points 5 billion dollars. Signed Deputy Commanding General, Plans (T-5).

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WA23
RB25

WOV V URRA NR2 WD PP
FROM ATSC Wright Fld, Ohio 222235Z
To CG AAF Washington, DC Attn: Major A. W. Betts, Resources Division
AC/AS, M&S

R E S T R I C T E D

TSCPP1-8-56 Reur teletype AFDRE-6 AWB 2776 dtd 8/17/45 concerning employment of AAF Materiel Demobilization Plan for VJ-Day the following report is submitted by ATSC for 22 August 1945.

a. Specific instructions still required from Hqs before taking demobilization action.

1. Supply Division is awaiting complete instructions as to what termination action should be taken with respect to all procurements directed by higher authority.

2. Directives are required concerning what reductions if any will be made in presently authorized disposal levels.

3. A decision is still pending at Hq AAF relative to the policy that will be followed by the overseas commands for continuance or discontinuance of supply of common-user items under AG452. It is understood that this matter was taken up with CPD for decision.

4. Col. Doty, Chief of Overseas Section Supply Division is in Washington and expects to discuss Lend-Lease difficulties with the International Branch, M&S, Hq AAF.

b. Cumulative total of procurement items covered by notifications to contractors of terminations schedule changes or continuations.

1. Number of termination notices issued by District.

Eastern	4307
Warner Robins	113
Central	About 4600
Western	403
Hq ATSC	1424
Total Approximately	10847

Note: The contract price of items cancelled is estimated at approximately $9 Billion instead of $8.5 billion as previously reported.

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2. The total number of contract continuances is estimated at 2592. This figure will be replaced by an accurate figure as soon as the reconciliation of District records and Wright Field Records on all contracts can be fully completed.

c. No report.

d. Instructions issued by ATSC with respect to the movement of supplies.

1. Teletype TSSCO1A-8-22 dated 8/20/45 to all area ATSCS stopped shipment of supplies to China and Burma-India Theaters.

2. TSSCO-8-27 and-28 dispatched 8/21/45 advised the overseas commands and all area commands respectively to return all less than carload lot shipments to the appropriate specialized depots. Signed Deputy Commanding General, Plans (T-5).

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WA25

RC27

WOV V URRE NR7 WD PP

FROM ATSC WRIGHT FIELD OHIO 232204Z

TO CG AAF WASHDC ATTN MAJOR A W BETTS RESOURCES DIVISION AC/AS

M AND S

ORNC

TSCPP1-8-60 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIEL DEMOBILIZATION PLAN FOR VJ-DAY PD THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 23 AUGUST 1945 COLON

A SPECIFIC INSTRUCTIONS STILL REQUIRED FROM HEADQUARTERS BEFORE TAKING DEMOBILIZATION ACTION COLON

1 A DECISION BY OPD WDGS IS STILL REQUIRED IN CONNECTION WITH THE CONTINUANCE OF SUPPLY BY THE OVERSEAS COMMANDS OF COMMON-USER ITEMS UNDER AG 452 PD THIS REFERS TO LEND LEASE IN CONNECTION WITH THE WORLD WIDE SUPPLY PLAN PD

B NO CHANGE SINCE REPORT OF 8/22/45 PD

C NO REPORT

D INSTRUCTIONS ISSUED BY ATSC WITH RESPECT TO THE MOVEMENT OF SUPPLIES

1 TELETYPES WERE DISPATCHED TO AREA ACTIVITIES AND THE OVERSEAS COMMANDS STOPPING SUPPLY ACTION ON ALL LEND LEASE REQUISITIONS AND UNITED NATIONS DIVERSIONS INFORMATION WAS ALSO FORWARDED WITH REFERENCE TO ACTION TO BE TAKEN IN CONNECTION WITH THESE SUPPLIES AT VARIOUS STAGES IN THE PIPELINE PD

2 INSTRUCTIONS WERE ISSUED TO EDMONTON ATC ALASKANWING AND FAIRBANKS ALASKA TO WITHHOLD TRANSFER OF ANY SUPPLIES TO RUSSIA PD SIGNED DEPUTY COMMANDING GENERAL PLANS /T-5/

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WA57

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RC18

WOV URRC NR 1 PP

FROM ATSC WRIGHT FIELD OHIO 271525Z

TO CG AAF WASH D C ATTN MAJOR A W BETTS RESOURCES DIV AC DIAGONAL AS

M AND S

GRNC

TSCPP 1-8-64 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8 DIAGONAL 17 DIAGONAL

45 CONCERNING IMPLEMENTATION OF AAF MATERIEL DEMOBILIZATION PLAN FOR

VJ-DAY PD THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 24 AUG 1945

A NO CHANGE SINCE REPORT OF 8 DIAGONAL 23 DIAGONAL 45

B NO CHANGE SINCE REPORT OF 8 DIAGONAL 22 DIAGONAL 45

C NO REPORT

D NO REPORT

SIGNED DEPUTY COMMANDING GENERAL PLANS PAREN T-5 PAREN

MB

TSCPP1-8-64 AFDRE-6 AWB 2776 8 DIAGONAL 17 DIAGONAL 45 24 1945

8 DIAGONAL 23 DIAGONAL 45 8 DIAGONAL 22 DIAGONAL 45 T-5

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WA216

RA307

WOV V URRP NR313 WD PP

FROM ATSC WRIGHT FLD OHIO 252123Z

TO CG AAF WASHINGTON D C ATTN MAJOR A W BETTS RESOURCES DIVISION

AC/AS M AND S

GRNC

TSCPP1-8-67 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIAL DEMOBILIZATION PLAN FOR V-J DAY PD

THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 25 AUGUST 1945 COLON

A. SPECIFIC INSTRUCTIONS STILL REQUIRED FROM HEADQUARTERS BEFORE TAKING DEMOBILIZATION ACTION COLON

1. VEHICLES CMA MARINE CMA AND MOTORIZED EQUIPMENT SECTION OF MAINTENANCE DIVISION IS AWAITING ACTION OF THE STANDARDIZATION BOARD BEFORE GOING AHEAD WITH ITS VJ-DAY PLANS PD THIS BOARD IS IN THE PROCESS OF DETERMINING WHAT VEHICLES WILL BECOME STANDARD EQUIPMENT FOR THE POST WAR AIR FORCE PD

2. DECISION IS EXPECTED WITHIN THE NEXT FOUR DAYS REGARDING FUTURE POLICY OF SUPPLY OF COMMON USER ITEMS UNDER AG 452 PD

B. NO CHANGE SINCE REPORT OF 8/22/45 PD

C. NO REPORT

D. INSTRUCTIONS ISSUED BY ATSC WITH RESPECT TO THE MOVEMENT OF SUPPLIES PD

1. TELETYPE WAS TRANSMITTED TO THE AREA AND OVERSEAS COMMANDS CLARIFYING VJ-DAY INSTRUCTIONS WITH REFERENCE TO SPARE PARTS FOR THE NAVY PD ORIGINAL INSTRUCTIONS DID NOT CLEARLY SPECIFY THAT ALL AIR FORCE

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SPECIAL PROJECTS OF THE 67,000 SERIES WOULD CONTINUE IRRESPECTIVE OF THE NAER ORDER UPON WHICH THE SPECIAL PROJECT WAS BASED PD CLARIFICATION EXCLUDED GFE DEPOTS INASMUCH AS SUPPLIES OF GFE ARE FURNISHED DIRECTLY TO THE NAVY UNDER SEPARATE DIRECTIVES PD

E. OTHER ITEMS PERTINENT TO VJ-DAY ACTION COLON

1. TELETYPES HAVE BEEN DISPATCHED CANCELLING ENGINE OVERHAUL AT OGDEN AND SPOKANE PD

2. MEMBERS OF THE ATSC COMMITTEE ARE STILL PRESENT IN WASHINGTON TO ADVISE ON THE REROUTING OF FREIGHT CARS PD SIGNED DEPUTY COMMANDING GENERAL PLANS T-5

JS

TSCPP-1-867 AFDRR-6 2776 8/17/45 25 1945 5 8/22/45 67,000

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WA18

WOV2V URRA MR19 WD PP S

FROM ATSC WRIGHTFIELD OHIO 272206Z

TO CG AAF ATTN MAJ A W BETTS RESOURCES DIV AC/AS M AND S WASHDC

GRNC

TSCPP1-8-73 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIEL DEMOBILIZATION PLAN FOR VJ-DAY PD THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 27 AUGUST 1945

A NO CHANGE SINCE REPORT OF 8/25/45

B NO CHANGE SINCE REPORT OF 8/22/45

C NO REPORT

D INSTRUCTIONS ISSUED BY ATSC WITH RESPECT TO THE MOVEMENT OF SUPPLIES

1 TELETYPE WAS DISPATCHED TO ALL AREA ATSC S CMA AOATSC AND POATSC LISTING IN DETAIL BY CODE DESIGNATORS THOSE HQ ATSC SPECIAL PROJECTS ON WHICH SHIPMENT IS TO CONTINUE PD THIS WILL CLARIFY THE STATUS OF OZHO" AIR FORCE SPECIAPROJITS PD SIGNED DEPUTY COMMANDING GENER CMA PLANS A-5/ PD

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WA29

RD19

WOV V URRE NR16 WD PP

FROM ATSC WRIGHTFLD OHIO 282251Z

TO CG AAF ATTN MAJOR A W BETTS RESOURCES DIV AC/AS M AND S WASHDC

GRNC

TSCPP1-8-71 REUR TELETYPE AFDRE-6 AWE 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIEL DEMOBILIZATION PLAN FOR VJ-DAY PD THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 28 AUGUST 1945

A NO CHANGE SINCE REPORT OF 8/25/45

B PD NO CHANGE SINCE REPORT OF 8/22/45

C PD NO REPORT

D PD NO REPORT

E PD OTHER ITEMS PERTINENT TO VJ-DAY ACTION

1 PD THE WASHINGTON COMMITTEE ON TEMPORARY DUTY FROM THIS HEADQUARTERS TO ASSIST THE TRANSPORTATION CORPS IN THE REROUTING OF CARS HAS BEEN DISSOLVED PD SIGNED DEPUTY COMMANDING GENERAL PLANS /T-5/ PD

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PRIORITY 5 SEPT 1945 (AFDBS-4-E) AC/AS-4

Major Rieske 6435

CG, ATSC, Wright Fld Dayton, O

J. G. Moore
Colonel, Air Corps

DSB-4-E 510 REUTT'S TSSUP-8-35 AND TSSUP1B-8-8 REPHONE BETWEEN COL DYSON AND COL DANA PERTAINING TO ASP. HQ AAF DIR DTD 9 JUN 45 SUBJ SUMMARY OF ASP-AIR 1 AUG 45 WAS SUBSEQUENTLY AMENDED BY LTR THIS HQ DTD 27 AUG 45 SUBJ SUMMARY OF ASP-AIR. IN VIEW OF RECENT DEVELOPMENTS, PARS 3 AND 5 OF LTR DTD 27 AUG 45 SUMMARY OF ASP-AIR ARE HEREBY RESCINDED. IN LIEU OF PAR 3 OF ABOVE BE IT IS DIR THAT COMPUTATION OF REQMTS AND PUBLICATION OF SUMMARY OF ASP-AIR AS OF 1 OCT 45 AS REQUIRED BY SEC V OF ORIGINAL DIR DTD 9 JUN45 BE ACCOMPLISHED AND THE REVISED SUMMARY INTERIM CHANGE BE PUBLISHED BY 1 NOV 45. IN LIEU OF PAR 5 OF BE LTR DTD 27 AUG 45, PROGRAM DATA REFLECTING LATEST CHANGES WILL BE MADE AVAILABLE TO YOUR HQ BY THIS HQ AS RAPIDLY AS POSSIBLE. IT IS ANTICIAPTED THAT ALL PROGRAM CHANGES WILL BE AVAILABLE NOT LATER THAN 15 SEPT 45. IT IS DESIRED THAT AS RAPIDLY AS THESE CHANGES ARE RECD, ACTION BE INITIATED IMMEDIATELY TO COMPUTE ALL APPLICABLE MATERIEL REQMTS, IN ACCORDANCE WITH PROVISIONS OF SEC II, PAR 1 OF BE DIR DTD 9 JUN 45. REMAINING PORTIONS OF DIR ON SUMMARY OF ASP-AIR ARE THE SAME AND ACTION SHOULD CONTINUE ON THOSE REQMTS AS STATED PENDING RECEIPT OF FURTHER REVISIONS. THE COMPLETION OF AUG PUBLICATION "AAF REQMTS AND PROCUREMENT SCHEDULES" IS CONCURRED IN BY THIS HQ. THE SEPT PUBLICATION OF MAJOR ITEMS SHOULD PROCEED IN ACCORDANCE WITH ABOVE INSTRUCTIONS TO EXTENT THAT INFO IS AVAILABLE. THE REINSTATEMENT OF CONTRACTS AND PR'S SHOULD CONTINUE ON THOSE ITEMS ON WHICH IN THE OPINION OF YOUR COMD THERE IS AVAILABLE SUFFICIENT INFO TO COMPUTE FIRM REQMTS. IN ADD REINSTATEMENT OF CONTRACTS AND PR'S SHOULD BE CONTINUED ON ALL DIR PROCUREMENTS FROM THIS HQ WHEREVER SPECIFIC INSTRUCTIONS HAVE BEEN RECD TO DO SO. CONTRACTS FOR NAVY REQMTS AND REQMTS FROM OTHER AGENCIES INVOLVING TRANSFER OF FUNDS FROM OTHER AGENCIES OUTSIDE OF THE AF'S SHOULD CONTINUE EXCEPT UPON RECEIPT OF SPECIFIC INSTRUCTIONS FROM EITHER THIS HQ OR AGENCY CONCERNED. ALL FUTURE DIR PROCUREMENTS FROM THIS HQ WILL BE COORDINATED WITH THE BUDGET AND FISCAL OFFICE OF THIS HQ PRIOR TO BEING FWDED. THE ABOVE INFOR SHOULD BE DISSEMINATED THROUGHOUT UR COMD TO ALL INTERESTED AGENCIES.

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WA26

RA33

WOV V URRB NR 3 WD PP

TO CG AAF WASH D C ATTN MAJOR A W BETTS RESOURCES DIV AC/AS M AND S

GRNC

TSCPP1-8-75 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIAL DEMOBILIZATION PLAN FOR VJ-DAY PD THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 29 AUG 1945 COLON

A PD SPECIFIC INSTRUCTIONS STILL REQUIRED FROM HDQS BEFORE TAKING DEMOBILIZATION ACTION COLON

1 THE FOLLOWING ITEMS HAVE BEEN PREVIOUSLY TRANSMITTED TO HQ PD AAF ON THE SPECIFIED DATES PD AS YET NO DECISIONS HAVE BEEN RECEIVED IN THIS HDQS CONCERNING THESE QUESTIONS PD

A PD 8-20-45 AIRCRAFT STORAGE NEEDS INFORMATION ON TYPE MODEL CMA SERIES AND CONTRACT BLOCK NUMBER AND SPECIFIC MODIFICATIONS ON COLON

1 NUMBER OF AIRCRAFT IN AIR FORCE AFTER VJ-DAY PD

2 NUMBER OF AIRCRAFT IN RESERVE SOTAGE PD

3 NUMBER OF AIRCRAFT TO BE DECLARED SURPLUS PD

4 NUMBER OF AIRCRAFT THAT WILL BE RETURNED FROM OVERSEAS BY TYPE MODEL CMA SERIES AND THE DISPOSITION TO BE MADE ON THEM PD

B PD -25-45 VEHICLE CMA MARINE AND MOTORIZED EQUIPMENT SECTION IS WAITING ON THE ACTION OF THE STANDARDIZATION BOARD BEFORE GOING AHEAD WITH ITS VJ-DAY PLANS PD THIS BOARD WILL DETERMINE WHAT VEHICLES WILL BECOME STANDARD EQUIPMENT FOR THE POST AIR FORCE PD

2 PD IN ADDITION TO THE FOREGOING THE ATSC REQUIRES A REVISED JX-2

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PROGRAM TO ENABLE THIS COMMAND TO FURNISH THE ESTIMATES REQUESTED BY THE BUDGET AND FISCAL OFFICE M AND S PD

B PD NO CHANGE SINCE REPORT OF 8/22/45 PD

C PD NO REPORT

D PD NO REPORT

SIGNED DEPUTY COMMANDING GENERAL PLANS T-5

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WA31

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RB26

WOV V URRB NR 8 WD PP

FROM ATSC WRIGHT FIELD OHIO 3021522

TO CG AAF WASH D C ATTN MAJOR A W BETTS RESOURCES DIV AC/AS M AND S

GRNC

TSCPP1-8-78 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIAL DEMOBILIZATION PLAN FOR VJ-DAY PD THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 30 AUG 1945 COLON

A PD SPECIFIC INSTRUCTIONS STILL REQUIRED FROM HDQS BEFORE TAKING DEMOBILIZATION ACTION COLON

1 PD THE FOLLOWING ITEMS HAVE BEEN PREVIOUSLY TRANSMITTED TO HDQS AAF ON THE SPECIFIED DATES PD AS YET NO DECISIONS HAVE BEEN RECEIVED IN THIS HDQS CONCERNING THESE QUESTIONS COLON

A PD 8-22-45 PD SUPPLY DIVISION IS STILL AWAITING ADVICE FROM HQ AAF AS TO THE STATUS OF PROCUREMENTS DIRECTED BY HIGHER AUTHORITY PD

B PD 8-22-45 SUPPLY DIVISION IS AWAITING ADVICE FROM HQ AAF AS TO WHAT REDUCTIONS CMA IF ANY WILL BE MADE IN PRESENTLY AUTHORIZED DISPOSAL LEVEALS PD

C PD RE TELEPHONE CONVERSATION 8/30/45 BETWEEN CAPTAIN FOX M AND S CMA AND LT HENDERSON ATSC IT IS UNDERSTOOD THAT COLONEL RACINE OFFICE OF COMMITMENTS AND REQUIREMENTS HAS FULL PARTICULARS CONCERNING ACTION OF THE AAF TO ESTABLISH A STANDARDIZED LIST OF MOTOR VEHICLES FOR ADMINISTRATIVE PURPOSES PD THE PROJECT WAS INITIATED BY A LETTER FROM G-4 WDGS DATED 5 JUNE 1945 SUBJECT STANDARDIZATION OF ADMINISTRATIVE VEHICLES ADDRESSED TO CG AAF CG

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ASF CG AGF AND SIGNED BY MAJOR GENERAL R L MAXWELL CMA ASSISTANT CHIEF OF STAFF G-4 PD

2 PD IN ADDITION TO THE FOREGOING THE ATSC DESIRES DECISIONS ON THE FOLLOWING COLON

A PD A REPLY TO OUR TELETYPE TSSC07C-8-94 DATED 18 AUG 1945 TO HQ AAF REQUESTING AUTHORIZATION TO SHIP OR CANCEL B-32 PROJECTS NOW IN PROCESS PD

B PD IN VIEW OF REVISED SUPPLY REQUIREMENTS SHOULD THE ARMY SUPPLY PROGRAM BE COMPLETED BY THIS HDQS QMARK

B PD NO CHANGE SINCE REPORT OF 8-22-45 PD

C PD NO REPORT PD

D PD NO REPORT PD

SIGNED CMA DEPUTY COMMANDING GENERAL PLANS T-5

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WA 55

RA 30
WOV V URRE ER 3C WD
From ATSC Wright Field Ohio 8121822
To CG AAF Washington, D. C. Attn: Major A. W. Betts
Resources Division, AC/AS, MAS

TSCPP1-8-30 Reur teletype AFDRE-5 AWE 2776 dtd 8/17/45 concerning implementation of AAF Materiel Demobilization Plan for VJ-Day the following report is submitted by ATSC for 31 August 1945:

A. Specific instructions still required from Headquarters before taking demobilization action:

1. It is requested that confirmation be forwarded this office reference telephone conversation between Colonel Dana ATSC and Colonel Dyson 8/29/45 directing that this Command withhold further action in connection with preparation of Army Supply Program for the post VJ-period.

2. Confirmation is also requested to verbal instructions from Headquarters that the August publication of requirements and procurement schedules should be completed. The ATSC is continuing work on this publication which will be available on or before 9/12/45.

3. Information is requested whether or not action should be withheld on the September publication of major supply items on which work will begin 9/4/45.

It is believed that publication of such calculations is not advisable until such time as revised programs are received.

B. No change since report of 8/22/45.

C. No report.

D. No report.

Signed Deputy Commanding General Plan (T-5)

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WB36

RC66

WOV V GRRE NR 46 WD PP /SUSPECTED DUPLICATE/

FROM ATSC WRIGHTFIELD OHIO 42151Z

TO CG AAF WASHINGTON D C ATTN MAJOR A W BETTS

RESOURCES DIVISION AC/AS M AND S

GRNC

TSCPP1-9-4 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIEL DEMOBILIZATION PLAN FOR VJ-DAY THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 4 SEPTEMBER 1945

A NO CHANGE SINCE REPORT OF 8/31/45

B NO CHANGE SINCE REPORT OF 8/22/45

C NO REPORT

D NO REPORT

STENED

E DEPUTY COMMANDING GENERAL PLANS /T-5/

LF

TSCPP1-9-4 AFDRE-6 2776 8/17XRT VJ-DAY 4 1945 8/31/45 8/22/45 /T-5/

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RA 132

WOV V URE NR6O WD

FROM ATSC WRIGHT FIELD OHIO 060025Z

TO CG AAF WASH D C ATTN MAJOR A W BETTS RESOURCES DIV AC/AS, MAS

TSGPP1-9-12 REUR TELETYPE AFDRE-6 AWB 2776 DTD 8/17/45 CONCERNING IMPLEMENTATION OF AAF MATERIEL DEMOBILIZATION PLAN FOR VJ DAY PD

THE FOLLOWING REPORT IS SUBMITTED BY ATSC FOR 5 SEPTEMBER 1945:

A. NO CHANGE SINCE REPORT OF 8/31/45 PD

B. IT WAS FOUND THAT DUPLICATION EXISTED BETWEEN HQ ATSC AND THE DISTRICTS IN THE NUMBER OF TERMINATION NOTICES ISSUED PD THE READJUSTMENT DIVISION IS HEREWITH SUBMITTING TERMINATIONS DATA AS THE NUMBER OF CASES PENDING PD

1. NO OF PENDING TERMINATION CASES BY DISTRICT

EASTERN DISTRICT	5104
WARNER ROBINS	105
CENTRAL DISTRICT	5389
WESTERN DISTRICT	970
WRIGHT FIELD	47
SUSPENDED TERMINATIONS	29
total cases pending	11644

NOTE INCLUDED IN THESE DATA ARE 7749 CASES INVOLVING CPIC OF APPROXIMATELY $334000000 TERMINATED BY DISTRICT ACTION BUT NOT AS YET CONFIRMED BY HQS ATSC PD.

C. NO REPORT

D. NO REPORT

SIGNED ACTING DEPUTY COMMANDING GENERAL PLANS (T-5)

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FIELD ADMINISTRATIVE ORGANIZATION OF THE AIR FORCE, 10 February 1944

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THEATER ADMINISTRATION

AIR FORCE PRESENTATION

A WAR DEPARTMENT CONFERENCE

P.R.C.

BRIGADIER GENERAL L. P. WHITTEN, U.S.A.
CHIEF, AIR SERVICES DIVISION,
OFFICE OF ASSISTANT CHIEF AIR STAFF, MM&D,
HEADQUARTERS, ARMY AIR FORCES

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LECTURE MANUSCRIPT
8 FEBRUARY 1944

4-5804, AF

53-8734-82

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AR DEPARTMENT CONFERENCE ON THEATRE ADMINISTRATIO

Field Administrative Organization of the Air Forces

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HEADQUARTERS, ARMY AIR FORCES
Office of the Assistant Chief of Air Staff, Materiel, Maintenance and Distribution

AIR SERVICES DIVISION

Corrected Edition --- 10 February 1944

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INTRODUCTION

1. In the time allotted the Army Air Forces this morning, we will outline the field administrative organization of the Air Forces and explain the principal factors pertaining to the logistical doctrine affecting air operations. By way of introduction I would like to mention Army Air Forces Regulation 65-1, entitled, "Supply and Maintenance of Army Air Forces Units." This Regulation was prepared nearly two years ago and prescribes in some detail the organization, procedure and policy with regard to supply and maintenance of an Air Force in a Theatre of Operations. This Regulation is not being distributed to you because it is under revision and is out of print. However, it is available in all Theatres through normal distribution channels. After revision it will be incorporated as Chapter 6 of Field Manual 100-10. There are two points I wish to make in connection with this Regulation. First, although this Regulation was prepared before we had acquired much experience in active Theatres other than the Philippines, Java and Australia; nevertheless, the fundamental doctrine and organization outlined therein is still sound.

2. I make that statement based upon actual observations in the Theatres. Major General Echols, Assistant Chief of Air Staff for Materiel, Maintenance and Distribution, recently accompanied General Somervell on a trip around the World and visited

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nearly all Theatres. I have just visited all Theatres, with the exception of those in the Pacific. To be sure, as regards details, we found several variations in the application, depending upon the particular Theatre. This, however, was to be expected and brings me to the second point in connection with this Regulation. I would like to quote from Paragraph 1 thereof:

> "A uniform plan is essential to accomplish the required training and organization of service units as well as to permit staff planning of air operations. It is recognized that in some Theatres, due to local conditions, Air Force Commanders will find it advisable to make some deviations from the plan prescribed in order to obtain best results. This is a Command function."

I want to emphasize that we recognize the necessity of making adjustments in the field to meet actual conditions and that theory does not always work out in practice. Nevertheless, it is obvious that some standard organization and doctrine has to be determined upon in order that long range planning for manpower, equipment, training, and-so-forth will find us reasonably prepared for the job to be done.

3. As a result of actual experience in the theatres, with their varying conditions of terrain, lines of communication and other influencing factors, we have found it necessary to change our concept as regards certain details of organization. These will be portrayed to you this morning. I would like to emphasize again, however, that we do not claim that even this is the final answer in all respects, and that we realize full well that variations may be required in certain theatres to meet particular situations. If we were not open-minded to the changes and modifications which

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experience and conditions dictate, our aircraft, today, would be obsolete and we would not be enjoying the air superiority which we do. Nevertheless, I am certain that our logistical organization and doctrine is sound and is accomplishing excellent results, even under the most difficult and trying conditions. In fact, the Air Service Commanders are to be commended for what they have accomplished in overcoming the main obstacles such as lack of transportation, lack of service units, late arrival of service units, arrival of units without their proper equipment and, in many cases, not sufficiently trained.

4. The information to be given you this morning has been divided into the following parts:

a. Difference Between Logistical Support of Ground Forces and Air Forces.

b. Echelons of Air Forces Supply, Maintenance and Reclamation.

c. Service Organization Plan.

d. Conservation of Manpower by Proper Use of Aviation Squadrons, and

e. Supply and Resupply by Air and Theater Air Transportation Services.

5. There are two additional subjects, which have an important bearing on the efficiency of Air Force logistics and thus on air operations, which will not be discussed this morning for lack of time: namely, Theater Organization for distribution of Aviation Petroleum and Organization of Air Ex-transit Depots and Port Air Sections. These are closely related to the SOS Organization and it is my understanding that they will be discussed with you next Monday during conferences with the Army Service Forces.

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DIFFERENCES BETWEEN LOGISTICAL SUPPORT OF GROUND FORCES AND AIR FORCES

1. The administration and supply of air units in a theatre of operation requires an organization peculiar to the Air Forces and special procedure because of the nature of air operations. The factors of air congestion and terrain features as well as considerations of security against air attack, result in the dispersion of air units over an area considerably larger than that normally perceived for Ground Forces. Moreover, the facilities required by the several types of Combat and Service Squadrons, the size of landing fields, character of runway surfaces, shelter, proximity of railroads and distances to objectives usually necessitate the intermingling of Air Units with Ground Units which they do not directly support.

2. These factors do not lend themselves to the administrative and supply set-up provided for Ground Forces, where definite lines of the map can be drawn to indicate the separation of the Combat Zone from the Communications Zone and the separation of areas of responsibility of Divisions, Corps, and Armies. This is particularly noticeable in one theatre where we find the offensive weapon of the strategic Air Force (the bombing plane) located within the Depot Areas, and even to the rear of these establishments. We find also fighter units of the tactical air force intermingled with the strategic forces. Other theatres present a similar but more complex picture due to the geographical situation.

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3. In appreciation of these facts alone, it can be readily perceived why no true separation of the Air Force Combat Zone and the Air Force Communication Zone can be made. The Combat and Communications Zones of a Theatre Air Force will be superimposed one on the other. That fact must be kept in mind when considering the Air Forces logistical organization. Air Forces can carry on operations from tactical and strategic locations, some of which may be located in the Combat Zone and others at points located in the Communications Zone or all elements may be located in the Communications Zone. This is a condition favorable to combat operations which is made possible by the characteristics of the airplane, namely, its range of operations.

4. When considering an Air Force as an active weapon of either offense or defense, it is mandatory to simultaneously consider the time and space factors under which it operates. The movement of its Ground components as compared to its Air components is relatively static. However, the logistical phase of air operations builds up with a tremendous increase in tempo just before and after planes return from combat. The weight and volume of vital supplies, such as fuel, bombs and ammunition, consumed on every mission is enormous. The tempo of air operations, therefore, directly governs the logistical requirements.

5. The mobility of air echelons make the air arm the ideal reinforcing weapon since this element can be moved with relative

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ease from one Front to the other or even from theatre to theatre. Those time and space factors, or what might be termed "Air Tempo," preclude the Air Forces from direct and complete dependence on Ground Force logistic establishments, not from choice, but from necessity, for Ground Force establishments are geared to a totally different mechanism or tempo. For the foregoing reasons, the sudden diversion of varying quantities of supplies from one locality to another is not infrequent, and required special control, coordination and priority if Air Power is the prime requirement at stake. An example of the flexibility and mobility required for the logistical support of an Air Force was demonstrated while I was visiting one of the theatres. After a large force of aircraft had left on an offensive mission against enemy targets the weather closed in and very few if any airplanes were able to return to their own home base. Therefore, airplanes landed wherever they could on other airdromes. Twenty-five (25) to one hundred (100) airplanes on each field means two hundred fifty (250) to one thousand (1000) additional officers and men suddenly and unexpectedly requiring hospitalization, housing and food from the base to say nothing of the extra work load in taking care of the battle damage. Additional transportation, supplies, equipment and personnel must be provided within a minimum of time.

6. In many respects an Air Depot or well established Air Base can be likened to a Naval Base. The facilities required demand special recognition, including housekeeping and

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overhead. Fortunately these facilities can, in most cases, be provided as a result of the relatively static situation of Air-Ground facilities. By this I mean that whereas in battle Ground Forces are in general constantly on the move, the ground facilities of Air Forces remain static until the range of the airplane dictates a move.

7. In comparing the Air Base to the Naval Base it might be well also to compare the airplane with the warship. Each is a costly and complex piece of equipment of considerable size with a wide variety of vital and delicate mechanisms. A damaged plane, like a damaged warship, cannot be discarded but must be repaired without delay at some point where the tools and skilled mechanics are, or can be made, available. This requires numerous technicians who are highly specialized, each in his own trade. It also requires extensive repair facilities and shops such as are provided at a Base or in the form of floating repair ships.

8. Very few, indeed, are the aircraft which return from a mission without having received more or less serious battle damage from flak or opposing aircraft. Think for a moment of the specialized skill required and the variety of special parts needed to repair the damage done to that intricate and complicated mechanism known as the "Flying Fortress" in order that it may be made ready for another mission with the least possible

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delay. If you have ever seen a battle-damaged airplane you will understand what I mean. One shell going through the fuselage may damage the hydraulic system, the gun control mechanism, a number of the instruments and hundreds of those thousands of pieces of wiring.

9. When you consider that we have approximately 140 different types and models of aircraft in current use, it can be readily understood that there are over 500,000 standard items in Air Corps stock catalogs. This creates within the Theatre a tremendous problem of indentifications, stock control, warehousing, packaging, and-so-forth, particulary where facilities in the field are so limited. Not many aircraft parts, except the standard hardware, are interchangeable between types. You cannot count on the same parts always being damaged (as, for example, the axles, springs or rear ends, on a truck) and, obviously, it would not be reasonable to stock large quantities of every possible item or part that might be damaged. It requires crystal ball gazing of the highest order to estimate and procure the specific items in the right amounts a year in advance of the time a particular model of airplane will be operating in a Theatre.

10. Therefore, in order to insure that our limited supplies will be available when and where needed, a supply organization is required within the Theatre Air Force which provides centralized stock control, plus ample and speedy transportation, from

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the rearmost supply and maintenance establishment to the foremost consuming activity. A large number of highly trained supply personnel are essential in order to cope with the problem of indentification and nomenclature of this tremendous variety of technical supplies and equipment. If any of these elements are lacking, aircraft will be grounded indefinitely for the lack of just a few items which may have been shipped to the theatre but can't be indentified or located.

11. An Air Force Service Command must be organized in a highly flexible manner. It must be capable of utilizing to the maximum the existing Ground Force supply and maintenance establishments, or, of complete self-sufficiency if and when suitable Ground Force establishments are not available. This requires the closest cooperation and coordination between the supply organization of the Communications Zone and that of the Air Service Commander.

12. Administration of all air units in a Theatre of Operations is centralized in the Theatre Air Force Commander. The Air Force Service Commander, operating directly under the Air Force Commander, is responsible for all supply, maintenance, reclamation, salvage, transportation, and evacuation of the air units and the supporting service units of that Air Force. Generally speaking, the Air Force Service Command is responsible for all logistical support needed by the Air Force of which it

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is a part. Large Air Forces, or an Air Force operating over a large geographical area, will require geographical sub-divisions of the Air Force Service Command into two or more Air Service Area Commands. In some theatres containing more than one Air Force, each Air Force has its own Air Service Command which operates under the technical control of the Theatre Air Service Command.

13. The area in which an Air Force Service Command has maintenance and supply responsibility is co-extensive with that of its Air Force. This is known as the Air Force Area. As previously stated this normally cannot be divided readily into the usual Combat Zone and Zone of Communication. The organization of an Air Force Service Command includes its Headquarters, Air Force General Depots, Service Center, Aviation Engineers, Air Transport Squadrons, and other supply, maintenance, transportation and communications troops not habitually assigned to a Service Center or Air Force General Depot, such as for example Engineer Camouflage and Topographic units, Signal heavy construction and maintenance units, Chemical Warfare units, Ordnance Ammunition Companies, Military Police Companies, and Transportation units.

14. These units are designed to operate as a part of the Air Force and are included in the Army Air Forces Troop Basis to meet specific and essential requirements. In this connection, War Department letter dated 26 August 1943 directed to all Theatre Commanders reads, in part, as follows:

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"In some theatres, the operating Air Force has been divested of essential components provided by the War Department and of certain vital activities, installations and facilities which should be closely integrated into its operations. This practice has been most general in the improper assignment of Aviation Engineer troops and the responsibility for airdrome construction.

"Aviation Engineer units, and other units of the arms and services with the Army Air Forces, are organized and trained for employment with the Air Forces in combat theatres. Consequently, the normal employment of these units is in an assigned status with the Air Forces. Similarly, the responsibility for the functions which these units are designed to fulfill is one pertaining to the Air Forces and should be so assigned."

Since one of the principal considerations of this conference is conservation of manpower, another example of the diversion of an Air Force unit from its primary duties must be mentioned. Military Police Companies, Aviation, were included in the Troop Basis of the Army Air Forces for the primary and essential purpose of providing security and interior guard for Service Center and Air Force Depots. These establishments cover a large area and contain large quantities of very valuable equipment. The loss or damage to this equipment will seriously affect air operations. There are no basics or guard personnel included in the supply and maintenance organizations which operate these establishments. Therefore, to assign the Military Police Company Aviation to functions such as traffic control and policing of cities, is definitely a diversion of an essential component of the Air Forces from the performance of its intended vital functions. The Troop Basis of the Army Air Forces does not include personnel for what are generally understood as Military Police duties, as this

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was considered to be a theatre responsibility. Therefore, to assign these theatre functions to Military Police Companies, Aviation, (other than to a way limited extent in the immediate vicinity of an air establishment) is a misuse of Air Force units which cannot help but have an adverse effect on the efficiency of air operations, since other highly trained and skilled personnel must be diverted from their duties to perform the essential guard duties.

15. The Air Force Service Commander, operating directly under the Theatre Air Force Commander, is charged with the following duties and functions:

a. Supervision of all activities of the Air Force in-so-far as they pertain to the procurement, storage, distribution and issue of equipment and supplies of the Air Force, and the assembly, maintenance, modification, repair, overhaul, reclamation and salvage of Air Force equipment and supplies, beyond the responsibility of first and second echelons of maintenance and reclamation.

b. Command, technical control and supervision of all Air Force Depots, Service Centers, Service Facilities, Posts, Camps, Stations, Agencies, Service units and personnel not organically or otherwise specifically attached or assigned to combat units of the Air Force.

c. Formulation of detailed plans and publication of directives covering supply, assembly, repair, maintenance,

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modification, overhaul, distribution, salvage, and evacuation activities.

d. Supervision and training of all Air Force Service Command units and organization, and the operation of schools and facilities for the instruction of technical personnel of all Arms and Services within the Air Force.

e. Coordination between Air Force and Civil and Military agencies within the Theatre of Operations, on matters pertaining to subsistence, supply, maintenance and such other administrative functions as are not organically within or specifically assigned to other agencies of the Air Force.

f. The issuance of such technical instructions, pertaining to material, equipment and supplies of aircraft and their related equipment, as are not in conflict with technical instructions issued by higher authority.

g. Preparation of estimates for funds, as required by agencies and facilities of the Air Force Service Command with the exception of payrolls of military personnel and the supervision of funds so allotted.

16. An Air Force General Depot is manned and operated by one or more Air Depot Groups and the troops and equipment of arms and services other than Air Corps which are assigned thereto by type and number as required. A Service Center is manned and operated by a Service Group and attached Arms and Services units. The area which it serves is defined as a Service Center area and

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is designated by the Commanding General, Air Force Service Command. The Combat Squadrons themselves perform such maintenance as can be accomplished by the use of the hand tools, supplies and services carried in their own aircraft and vehicles; in other words, first and second echelons. Service Centers carry a lower level and smaller variety of stock than do Air Force General Depots and they perform a lower echelon of maintenance, namely, third. It is essential that the Service Center and Air Force General Depot be so located geographically that supplies can be transported by truck, rail or water. The Service Center and the air section of the Air Force General Depot, however, must be located at or near an airdrome, as the aircraft which they assemble or repair must be able to take-off and land.

17. Supplies needed by air units can be placed in two general categories and are furnished from two sources. Those supplies common to all troops such as subsistence, are made available in bulk at Communications Zone or Zone of the Interior supply points normally established for the supply of Ground Combat or Service Forces troops. If such supply points are not suitably located to serve the Air Force, other supply points must be established upon recommendation of the Air Force Service Commander to Theatre Headquarters, either by the Service Forces or by the Air Force Service Command itself. Under policies prescribed by the Theatre Commander, the Air

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Force Commander thru his Air Service Commander, designates supply and maintenance points, supply channels and administrative procedure, for all units and elements under his control. Supplies used exclusively by the Army Air Forces, for example - Aviation bombs and fuel - are accumulated at levels prescribed by the Air Department and Theatre Commander at Communications Zone Depots and supply points within the Air Force Area. Either category of supplies may be furnished on an automatic basis, by requisitions or drafts against allocated credits. Each unit submits requisitions, expenditure reports or strength returns to the designated Service Center. The Service Center issues supplies from stocks on hand and forwards consolidated reports to the designated Air Forces General Depot or Communications Zone Depot.

18. Upon receipt of the call for such supplies from the Service Center, the designated Depot causes them to be forwarded from the supply point and delivered either to the Service Center or direct to the airdrome. Ammunition, including bombs, chemicals, pyrotechnics and aviation gasoline, are, wherever possible, delivered by the appropriate depot direct to airdromes so as to avoid remandling.

19. It might be well to illustrate the echelons of supply with a parallel from commercial enterprize. The Air Force General Depot or Base Depot establishments correspond to wholesalers who

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receive and store stocks in bulk as received from the manufacturers' warehouses (Zone of Interior and Communications Zone Depots); Service Centers correspond to retailers whose stocks are replenished from the Depots (wholesalers) and finally combat units correspond to consumers. The delivery direct to combat units (consumers) of large quantities is arranged for by the Service Centers (retailers) in instances where this is practicable in order to avoid rehandling, in a manner similar to many commercial transactions.

20. Due to varying conditions and problems peculiar to each theatre, no fixed table of organization is provided for the Headquarters of the Air Force Service Command. The personnel for such Headquarters are provided from bulk allotments and manning tables. The responsibilities of the Commanding General of the Air Force Service Command have been defined above. The duties and responsibilities of the components of an accepted Headquarters organization and staff are as follows:

a. Deputy Commander: A deputy commander is provided to relieve the Commander of necessary operating details. As his assistant, he acts for the Commanding General during the latter's absence or when authorized to do so, and directs the administration of the plans and policies of the Commanding General.

b. Control Division: A control office is provided to keep the Commanding General informed on logistical and combat status

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of the Air Force. It has supervisory and coordinating responsibilities in staff planning, dealing with the primary plans for establishment, operation and movement of organizations and facilities of the Air Force Service Command. It is charged with conducting studies, analyses and coordination of reports of statistical information and operation of the Air Service Command War Room.

c. Air Inspector: The Air Inspector is charged with making necessary administrative, tactical and technical inspections and such special investigations as are necessary so as to inform the Commanding General of the state of combat readiness of his Command.

d. Maintenance Division: The Chief of the Maintenance Division acts as advisor to the Commanding General and Staff on all matters pertaining to maintenance. He is charged with planning for and supervision of the execution of maintenance, modification, repair, overhaul and reclamation of all materiel used by the Air Force beyond first and second echelons of maintenance, and the preparation and issue of such instructions and directives as pertain thereto.

e. Supply Division: The Chief of the Supply Division acts as advisor to the Commanding General and Staff on all matters pertaining to supply. He is charged with planning for and supervision of the execution of all matters covering procurement,

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receipt, storage, issue, distribution and salvage of all supplies and materiel required by the Air Force Service Command, and the preparation and issue of such instructions and directives as pertain thereto. He is further charged with the preparation of estimates of funds required by agencies of the Air Force Service Command and the allotment, supervision and administration of such funds.

f. Personnel and Training Division: The Chief of the Personnel and Training Division acts as advisor to the Commanding General and Staff on all matters pertaining to personnel, training and organization, and supervision of activities of the Command pertaining to military and civilian personnel as individuals and as units. He is charged with maintaining liaison with civilian and military agencies within the theatre on matters of personnel, training, local defense and evacuation of Air Force Service Command units and determination of requirements for, procurement of and assignment and movement of personnel and units in coordination with Divisions and Staff sections involved. He is charged with the formulation of plans for and supervision of those activities which relate to organization and training, evacuation and local defense.

g. Transportation Division: The Chief of the Transportation Division acts as advisor to the Commanding General and Staff on all transportation and traffic matters. He is charged with formulation of policies and plans and supervision

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of the execution of all Air Service Command air and motor vehicle transportation agencies. He directs and controls the operation of all facilities of the Air Force Service Command providing transportation by air, rail, motor vehicle and water, and prepares such publications and directives as are necessary to implement the policies, plans and procedures established. He is further charged with the establishment of methods and procedure for coordination of all air, rail, motor and water transportation movements of Air Force personnel, troops, units, supplies, equipment and materiel and the maintenance of liaison with other traffic and transportation agencies of the U. S. Armed Forces and their Allies in the Theatre.

h. Administrative Division: The Chief of the Administrative Division assists the Commanding General in all phases of his responsibilities and relieves him of administrative detail and makes administrative decisions not involving change of policy. He directs and coordinates the activities of the administrative and technical sections which are responsible to each of the other Divisions on technical matters within their respective spheres. These advisors coordinate technical matters direct, resorting to

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the Chief of the Administrative Division only when his assistance is required or to keep him informed. He is charged with announcing policies and transmitting decisions of the Commanding General to all Divisions and Sections and with supervision of the administration of disciplinary policies for the Commanding General. The Administrative Division is composed of the following administrative sections and technical advisors. The administrative sections are:

(1) The Adjutant General
(2) The Staff Judge Advocate
(3) Intelligence Officer
(4) Chaplain
(5) Finance Officer
(6) WAC Officer
(7) Headquarters Commandant

The duties of these sections are similar in nature to like sections in any other Command Headquarters. The technical advosors include the:

(1) Chemical Warfare Officer
(2) Engineer Officer
(3) Ordnance Officer
(4) Quartermaster

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(5) Signal Officer

(6) Surgeon

21. The remaining subjects of this period will be covered by my assistant, Colonel Ruestow. He is well qualified for this having participated to a very large extent in the development and establishment of our subject organization and logistical doctrine - both in the field where he organized and operated our first Service Group or Service Center, and in Headquarters, Army Air Forces. He accompanied General Echols on his trip around the World and thus he has first-hand knowledge of actual conditions in most Theatres.

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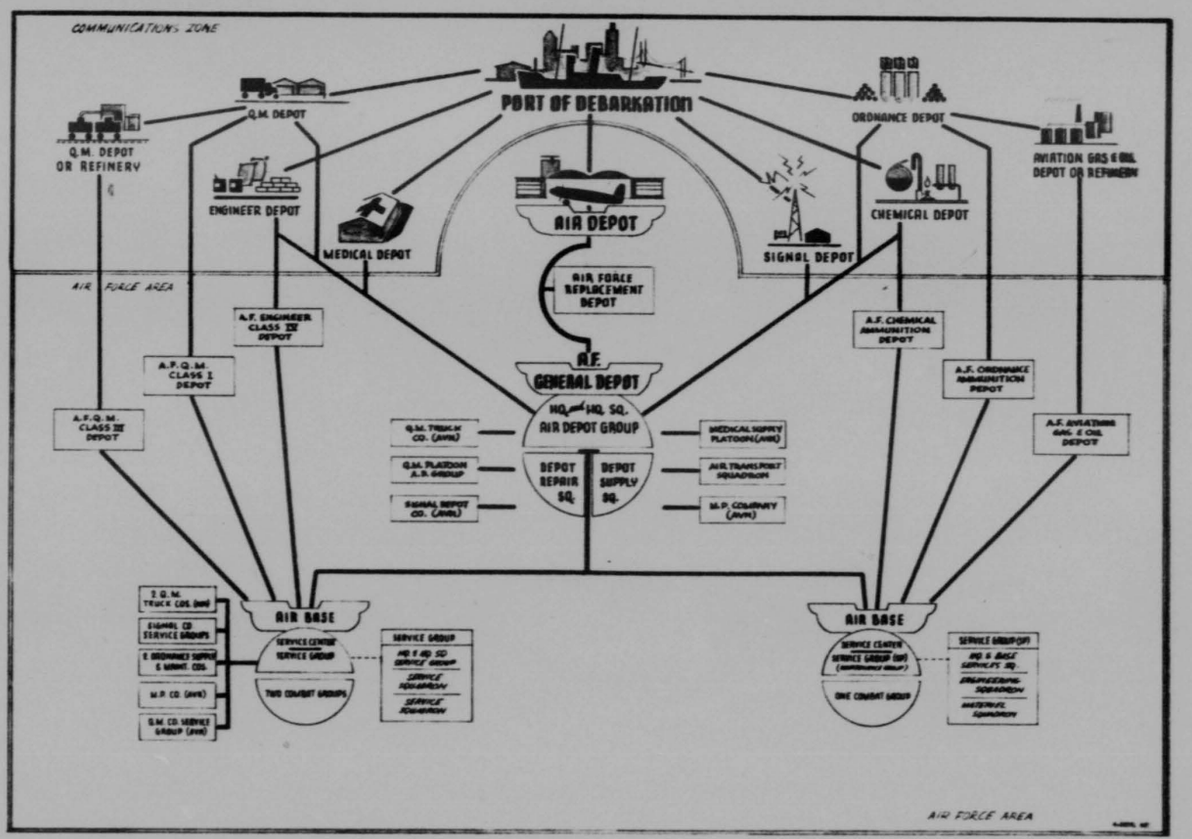
ORGANIZATION OF THE AIR THEATER OF OPERATIONS



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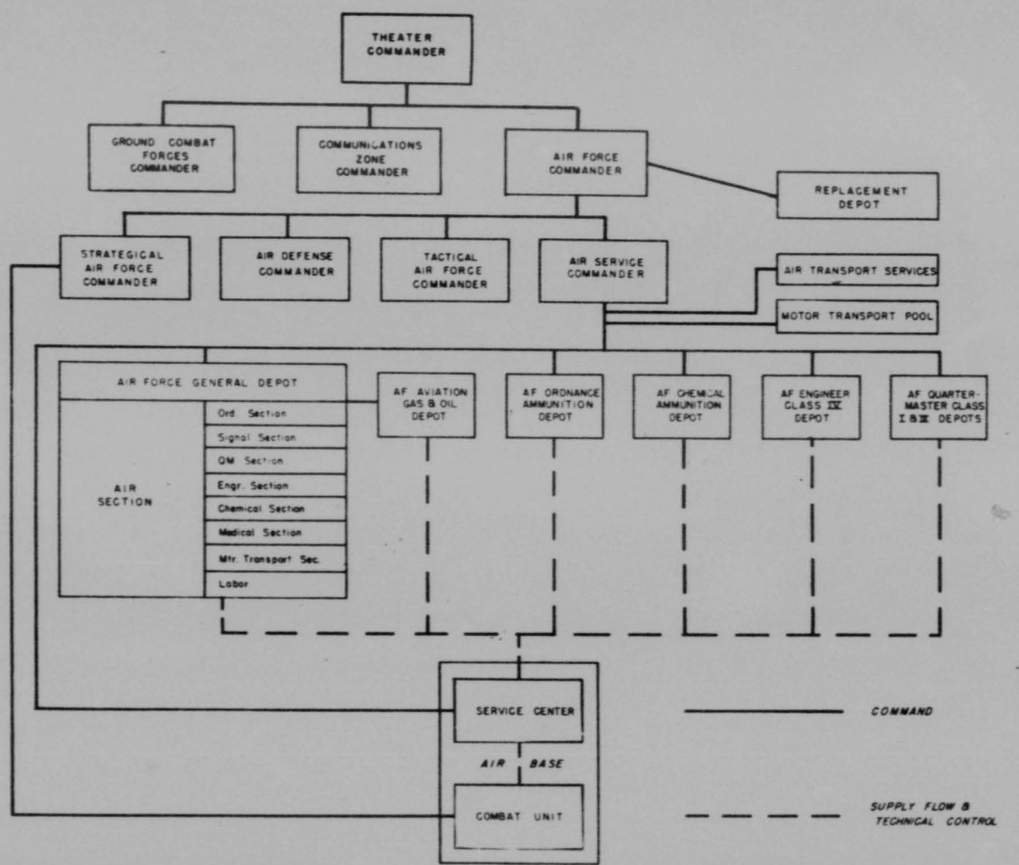
THEATER AIR FORCE SERVICE COMMAND ORGANIZATION



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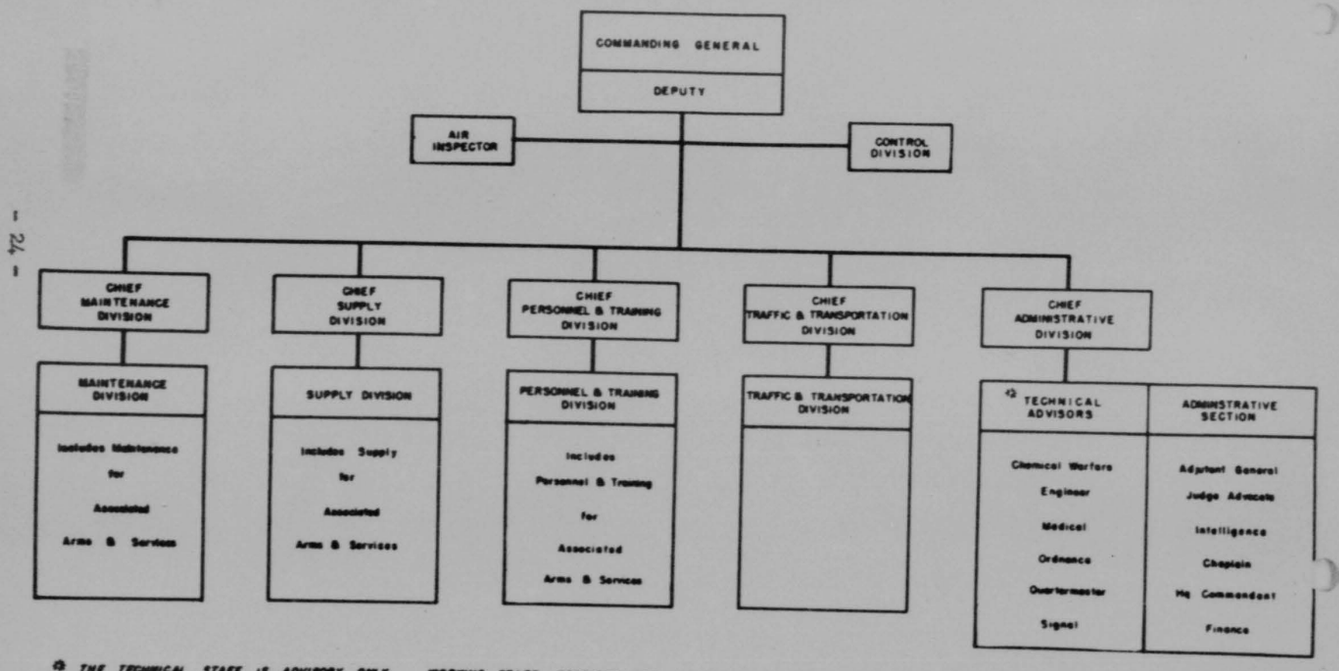
STAFF ORGANIZATION
THEATER AIR FORCE SERVICE COMMAND HEADQUARTERS



* THE TECHNICAL STAFF IS ADVISORY ONLY. WORKING STAFF SECTIONS ARE LOCATED IN THE MAINTENANCE, SUPPLY AND PERSONNEL & TRAINING DIVISIONS

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ECHELONS OF AIR CORPS SUPPLY, MAINTENANCE AND RECLAMATION

1. So often service requirements are expressed in terms of echelon. Since a great deal of planning and action is taken as a result of these expressions, all concerned must have a clear concept of what they mean.

2. Air Forces echelons of maintenance, supply and reclamation are designed to provide mobility to the lower echelons, and economy in use of equipment and highly trained specialists.

3. It is impossible to establish any formula as to just what maintenance and repair operations constitute the four echelons of maintenance of aircraft, nor is it deemed necessary or advisable. Each echelon is primarily limited by the specialists provided in its table of organization, the equipment in its table of equipment and the stocks of supplies available to it. To a large extent it is limited by the initiative, ability and aggressiveness of personnel of the organization concerned. In the interests of efficiency, each organization does everything it possibly can with the tools and personnel available, and passes on to a higher echelon only that work which is necessary. In this manner the wasteful accumulation of work at a higher echelon that could have been accomplished at a lower echelon is avoided and the repair of aircraft is spread over all echelons with more efficient distribution of effort. The specialists and equipment of the higher echelons can therefore concentrate on work they of necessity must perform. The echelon of repair in some instances

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is determined by length of time required to accomplish the work. For example, in the United Kingdom the prevailing practice limits the second echelon or ground component of the combat unit to work which can be accomplished in thirty-six hours.

4. A close adherence to these principles will result in a much better disposition of the work-load over all Air Force maintenance and supply units. As an example, a demonstration Service Group located at the Army Air Forces Tactical Center has recently over a period of some months, repaired and returned to stock 35% of the reclaimable, repairable aircraft parts turned in by lower echelons. The value of forward repair and reclamation to the extent contemplated in the above principles avoids additional drains on manufacturing, Depot facilities, shipping, and transportation and improves the supply situation.

5. These principles are not at variance with the general principle that overhaul and repair should be carried out as far to The Rear as possible in order to take advantage of production-line maintenance methods. They are designed to make maximum use of the man-hours available in lower echelons and prevent unnecessary congestion in the Depots.

6. There are four echelons of supply in the Air Force. These are defined as follows:

a. FIRST ECHELON: Supply facilities and responsibilities of the air echelon of the combat squadron. This consists of a three-day supply level of Air Corps technical supplies carried in the airplane, and is transportable by air.

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b. SECOND ECHELON: Supply facilities and responsibilities of the ground echelon of the combat squadron. This consists of a pre-determined supply level, normally ten days for aircraft technical supplies.

c. THIRD ECHELON: Supply facilities and responsibilities of the Service Center or intermediate supply point and consists of a pre-determined supply level, normally thirty days for aircraft technical supplies.

d. FOURTH ECHELON: Supply facilities and responsibilities of the Air General Depot and/or Base Depot. The level of stock carried at this installation will vary, depending on such factors as availability of supplies, tempo of operation, character of the Theatre and existence and location of other Depots.

7. The echelons of aircraft maintenance and reclamation are:

a. FIRST ECHELON: That maintenance performed by the air echelon of the combat unit. Its reclamation responsibilities are limited to turning over of damaged or unserviceable excess equipment on hand to the ground echelon of the Combat Squadron. Its maintenance responsibilities will normally consist of servicing airplanes and airplane equipment, pre-flight and daily inspections and minor repairs, adjustments and replacements. All essential tools and equipment are transportable by air.

b. SECOND ECHELON: That maintenance and reclamation performed by the ground echelon of the combat unit, Air Base Detachments, Airdrome Squadrons, and Airways Detachments. Its

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reclamation responsibilities are limited to the assembly for transport to the next higher echelon of damaged or unserviceable equipment on hand. Its maintenance responsibilities will normally consist of servicing airplanes and airplane equipment, performance of periodic preventative inspections and such adjustments, repairs and replacements as may be accomplished by the use of hand tools and mobile equipment authorized by the table of equipment for issue to the combat unit. This normally includes engine changes. Most of the tools and equipment for second echelon maintenance may be transported by air; but certain items such as transportation and radio will necessitate ground means of transportation.

c. THIRD ECHELON: That maintenance and reclamation performed by the Service Center manned by the Service Group. Its reclamation responsibilities encompass collection from distribution points of damaged, unserviceable or excess equipment and determination as to the most economical disposition of damaged or excess equipment. Excess or serviceable equipment is returned to stock within the Service Center unless the level created thereby is excessive. In the latter case, the excess stock is turned over to the next higher echelon. Its maintenance responsibilities embrace repairs and replacements requiring mobile machinery and other equipment of such weight and bulk that ground means of transport are required. It includes field repairs and salvage, removal and replacement of major unit assemblies, fabrication of minor parts and minor repairs to aircraft structures. Normally

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this echelon will accomplish repairs which can be completed within a limited time period.

d. FOURTH ECHELON: That maintenance and reclamation performed by the Air General, Advance or Base Depot. Its reclamation responsibilities include final disposition, that is, disassembly, repair and return to stock of component parts, salvage or destruction of material worn or damaged beyond use or economical repair. Its maintenance responsibilities include all operations necessary to completely restore worn or damaged aircraft to a condition of tactical serviceability and the periodic overhaul of assemblies, accessories and auxiliary equipment, including engines; the fabrication of such parts as may be required in an emergency to supplement normal supply; the accomplishment of technical compliance changes and modifications as directed; and replacement, repair and service checking of auxiliary equipment.

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SERVICE ORGANIZATION PLAN

1. The service organization plan of the Army Air Forces, as outlined in AAF Regulation 65-1, was predicated on certain assumptions and certain experiences of the War, both prior to our entry and during the first few months of our participation. Since the development of this plan, we have had considerable theatre experience which has led to a revision of the original assumptions and a change in the operating conditions. As a result, AAF Regulation 65-1 and the organizational structure of individual service units are being revised. The following comments will cover these changes.

2. The main assumptions and original experiences that changed are:

a. First, early enemy air superiority and consequent destruction of our aircraft on the ground, led to a concept of operations from individual squadron airdromes to secure necessary dispersion. Airfields in sufficient quantity to do this were available as a consequence of the early shortage of combat units. Further, the tendency at that time, in conjunction with the cutting of the Headquarters and Headquarters Squadron of the Combat Group to a small headquarters, was to think more in terms of Squadrons and Wings. These factors had a large bearing on the development of the Service Group on the basis of one per two Combat Groups and the stress placed on the squadron airdrome

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concept. However, as more aircraft were furnished to the theatre, it was necessary, due to limited airfields, to concentrate. Further, this increase in aircraft and the improvement thereof, gave us air superiority which permitted concentration without undue risk. The Combat Group has maintained its importance in relation to Squadrons and Wings. As a result, we now find that the general rule is one or more Combat Groups per airdrome rather than squadron airdromes.

b. Secondly, the Combat organizations were to be self sufficient for all housekeeping functions except guard. The service organizations were, therefore, to encompass only supply, maintenance and reclamation service to combat units and only their own housekeeping. It was felt by many at that time that housekeeping would not be required to the degree that it was required at our bases in the Zone of Interior where extensive facilities were provided. Shortly, requirements developed for such items as Utilities Detachments, Fire Fighting Platoons, Control Tower and Base Operations personnel and Station Complements. As a stop-gap, these were provided insofar as possible by units and detachments for this purpose which were not integrated to best advantage with other service units. This basic assumption, therefore, had to be changed and the service organization plan had to encompass provision of these services for combat units.

c. Thirdly, the shipping situation in the early stages of the War made it impossible to get our units overseas

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as they then existed, and in the quantity of combat units desired. Therefore, the Commanding General, Army Air Forces, directed that Tables of Organization and Tables of Equipment be cut 35%. All basics and guard were eliminated from Tables of Organization leaving only technicians. Guard was to be provided by Military Police Companies (Avn). This latter organization was to be primarily for interior guard duty. The result was a shortage of labor and guard personnel. Therefore, technicians were required to do essential labor and guard to the serious detriment of supply, maintenance, reclamation and administration. One Depot Group Commander, since returned, tells of trying to get this equipment set up to establish a Depot while spending most of the Group man-hours unloading trains, an essential item, and preparing and building essential living facilities, warehouses and shops. The result - months before reaching a stage of efficient production. By that time, The Front had moved so far forward that the Depot itself had to be moved to a new location.

3. We will now discuss this original plan which is still fundamentally sound and in use and then discuss imminent revisions thereto.

4. There is included in the data given you, a catalog of standard service units giving information as to the Table of Organization and Table of Equipment number, strength, requirement basis used for planning programs, and a brief statement of functions. The following discussion will, therefore, be limited to general coverage of these units.

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5. First, the administrative organization of the combat units. In order to make the Combat Squadrons, and, in turn, the Combat Group, self sufficient, certain elements and functions previously contained within the third echelon supporting units were incorporated within the combat units. These elements, namely, Squadron distributing point personnel, previously provided by the third echelon service organization, were to assist the combat unit in providing for all services necessary at its airdrome. Concurrently therewith, the Combat Squadrons were divided into an air echelon or the first echelon unit, and a ground echelon or the second echelon unit. The air echelon included the aircraft and combat crews plus a small group of maintenance individuals to carry out first echelon requirements. The ground echelon included within its organization the ground personnel necessary to provide the second echelon of maintenance and supply to the air echelon, Squadron airdrome housekeeping personnel, and personnel to operate Squadron distributing points.

6. Supporting the combat units there was provided the Service Center organization, which organization was designed to provide the third echelon of supply, maintenance and reclamation for all units within its area, generally for the equivalent of two Combat Groups. The organizations making up the Service Group which operates the Service Center in a Theatre of Operations are:

a. Headquarters and Headquarters Squadron, Service Group. This unit provided the Service Center Headq arters,

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including Medical, Finance, Chemical, Ordnance and Quartermaster Special Staff sections. The Commanding Officers of the other service units assigned to the Group act as Staff Officers for their respective services when such a Staff Officer is not included in the Headquarters Squadron table of organization.

b. Two (2) Service Squadrons provide equipment and personnel to operate the Air Force Engineering and Technical Supply sections which are responsible for the third echelon of Air Force technical maintenance.

c. Two (2) Quartermaster Truck Companies, Avn. provide motor transport service at the Service Center and in the Service Center Area. No separate provision was made for an Air Service Command Motor Pool as it was visualized that these units and those with Air Depot Groups would be pooled for this purpose to the extent that they were not needed at the Service Center and the Depot.

d. Quartermaster Company Service Group operates the necessary Quartermaster Class I and Class III refilling points for the Service Center Area, Class I and Class III Distributing points for the Service Center itself, provides Quartermaster salvage service, procures, stores and issues Quartermaster Class II and IV supplies and provides purchasing and contracting service for the Service Center Area.

e. Two (2) Ordnance Supply and Maintenance Companies provide the third echelon of motor vehicle and Ordnance equipment

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maintenance, procures, stores and issues Class II and IV Ordnance materiel for all units in the Service Center Area, operates a reserve supply dump of Class V supplies for emergency use in the Service Center Area, and operates the required Ordnance Class V refilling points in the Service Center Area.

f. Signal Company Service Group procures, stores, issues and maintains all classes of Signal supplies and equipment for the Service Center Area, installs, operates and maintains the Service Center wire, radio and telephone systems, and performs third echelon of repair of Signal equipment for all units in the Service Center Area.

g. Military Police Company, Avn. provides interior guard for all elements of the Service Center including the Ordnance Ammunition and Bomb Dump.

h. The Medical Section of the Headquarters and Headquarters Squadron, Service Group, augmented by the Medical personnel within other units of the Service Group, provides a dispensary for medical and dental services to the Service Center personnel and procures, stores and issues medical supplies to all units within the Service Center Area.

i. The Chemical Air Operations Company is provided on a basis of one per Combat Group using bulk chemicals. This company operates the required Service Center refilling points and airdrome distributing points for bulk chemicals. Incendiaries in the Service Center refilling points are handled by the Ordnance Company.

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j. Engineer Construction and Maintenance Troops. Normally from one Engineer Aviation Company to one Engineer Aviation Battalion will be made available from Engineer troops provided for the Service Command or higher Headquarters. The function of this unit is to provide Engineer construction and maintenance services for the Service Center and Service Center Area and operate the Service Center refilling point for camouflage and construction material, if required.

7. The chart herewith depicts various methods of deploying the Service Group.

8. Many non-standard situations will require improvization in employing service units. As an example, the breakdown of a Service Center into detachments capable of supporting one or more Combat Squadrons is offered as a solution to the problem presented by widely dispersed airdromes and long, difficult lines of communication and supply. The island operation illustrated on the accompanying chart is used as an example. This also illustrates use of the Service Group in the early stages of waterborne assault operation. In the example, the assault operation has been divided into two phases. The illustration portrays two islands, one with an airstrip for a single Combat Squadron, the other with an airstrip for two Combat Squadrons. The first phase primarily involves the landing of advance detachments. The Aviation Engineers, the maintenance personnel of the air echelon and an advance detachment of the ground echelon and of

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the Service Center should be brought in first. This Service Center Detachment should consist of supply and transport elements capable of assembling, transporting and storing near the airstrip the food, ammunition, oil and gasoline required to support immediate air combat operations. The second phase consists of bringing in the rest of the ground echelon, together with the remainder of the Service Center Detachment. This second element of the Service Detachment will be made up of Mobile Repair unit maintenance personnel and additional supply and transportation personnel necessary to provide support for the Combat Squadron. An alternative to the use of Ground Echelon Detachments is the employment of Airdrome Squadron elements. A suggested advance Service Detachment will be included in the proposed tables of organization for the Service Group (Maintenance Group) presently under consideration in the Army Air Forces. Details and a breakdown of personnel for such an operation, using standard units, are included in the material furnished you. It is necessary to point out that the personnel provided in the breakdown must be supplemented with labor to handle the supplies, ammunition, gasoline drums and rations coming over the beach-head. This labor is not included, as personnel economy in such an operation indicates a need for provisional handling of this labor problem. This labor may come from Ground Combat forces involved in the assault, from Engineer troops involved in the construction, or from ground echelons of combat air units. If the situation

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indicates that none of these possibilities exist, then an additional labor element must be included in the assault wave. It is further contemplated that all personnel, including truck drivers and officers will be bending their backs to get this job done throughout most of the 24-hour day until the additional forces arrive.

9. In accordance with the experiences resulting from deployment of Service Groups and associated units within Theatres of Operation, there has resulted a change in concept such that this organization is being redesigned to provide third echelon supply and maintenance services on the basis of one per Combat Group and to provide Station Complement service (Fire Fighting, Utilities, etc.) which were not foreseen as a necessity in the original plan. Recommendations received have indicated the general desire that Arms and Services personnel be absorbed within the Air Corps and that units of the Arms and Services with the Army Air Forces and Air Corps units be integrated insofar as possible, thereby eliminating small unit headquarters and simplifying command and technical channels. Pursuant to these recommendations, there is presently under study in the Army Air Forces a Service Group which will consolidate all these units into one organization composed of three squadrons:

a. The Headquarters and Base Services Squadron, designed to provide all base administrative services including Utilities, Fire Fighting, Guard, Finance, Medical, Communications and other station services.

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b. The Engineering Squadron, designed to consolidate all third echelon maintenance personnel and equipment into one organization to include Air Force maintenance, vehicle maintenance, communications maintenance and armament maintenance.

c. The Materiel Squadron, designed to provide the third echelon of supply for all items heretofore provided within the Service Center to include Quartermaster, Chemical, Ordnance, Signal and Air Corps supplies.

d. The chart herewith depicts the method of deploying this unit. You have been furnished a proposed Table of Organization for this Group.

e. It is anticipated that these Tables of Organization will be published in the near future. An advance copy of these tables has been included in the data given you. The name for this Group has not definitely been determined and at present is sometimes referred to as the "Maintenance Group." Principally, it eliminates the Staff presently provided in the Service Group and results in the Commanding Officer having three assistants, the Squadron Commanders of the Headquarters Squadron, the Engineering Squadron and the Materiel Squadron. The Squadron Commander of the Headquarters Squadron supervises the activities of the Medical, Finance, Chaplain, Communications, Fire Fighting, Guard and Utilities Officers. The Squadron Commander of the Engineering Squadron is responsible for all third echelon maintenance including Air Force, Ordnance, Quartermaster, Chemical and Signal.

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This consolidation will result in a saving of overhead, which saving can be utilized for services not presently provided for in the Service Center organization and recommended by the Theatres; for example, control tower operators, cryptographers, etc.

10. The Service Centers are backed up by a centrally located Air Force General Depot or Depots. One or more will be required depending upon the size of the Air Force and the character of the Theatre of Operations. This General Depot will include:

a. Air Section. This section is operated by one or more Air Depot Groups, depending upon the number of Combat Groups served. Normally one Depot Group is provided per four Combat Groups. This Group provides the Headquarters for the General Depot and the fourth echelon of technical maintenance and supply. It will normally consist of:

(1) Headquarters and Headquarters Squadron, Air Depot Group, which provides the Headquarters for the General Depot, the Medical Dispensary augmented by medical personnel of other units, Chemical Staff Section, Ordnance Section and Finance Section for the General Depot itself. Normally only one such unit will be provided per General Depot. If additional Depot Groups are provided for the General Depot, they normally will be provided less the Headquarters and Headquarters Squadron of the Group.

(2) Depot Repair Squadron, which provides personnel and equipment for fourth echelon maintenance

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of aircraft equipment. It also has machinery with limited capacity for the manufacture of parts to augment the supply system in emergencies. Recent changes add the Depot Operations and Flight Section and delete Engine Overhaul.

(3) The Depot Supply Squadron, which provides personnel for fourth echelon procurement, storage and issue of Air Forces technical supplies and equipment.

b. Ordnance Section. The Ordnance Section of the Headquarters and Headquarters Squadron, Air Depot Group, is responsible for inspection, maintenance and repair of all items of Ordnance, including automotive, located at the Air Force General Depot. Recent changes in the Headquarters and Headquarters Squadron Table of Organization, incorporated automotive maintenance, thereby eliminating the necessity for the Ordnance Medium Maintenance Company, Avn. (Q), and resulting in a saving of overhead. A small stock of supplies required in maintenance operations is maintained by this Section.

(1) When the Ordnance Section is providing supply and maintenance service to Air Forces units in the area, it will be augmented by:

(a) Ordnance Depot Company, Avn, which stores and issues Ordnance Class II and IV supplies.

(b) Ordnance Maintenance Company, Air Force, which provides fourth echelon maintenance of Ordnance equipment.

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c. Signal Section. The Signal Section is operated by the Signal Depot Company, Avn. which stores and issues Air Force Signal supplies and equipment and provides the fourth echelon maintenance of Signal Corps equipment. This organization contains mobile units.

d. Medical Section. The Medical Section is operated by the Medical Supply Platoon, Avn. which stores and issues Medical supplies. The Medical Sections of the General Depot organizations are pooled to operate a Dispensary.

e. Quartermaster Section. The new Headquarters and Headquarters Squadron, Air Depot Group, provides a Quartermaster for the General Depot who supervises the activities of the units which comprise this Section, namely,

(1) Quartermaster Platoon, Air Depot Group, which handles all types of Quartermaster supplies for the Depot troops. This unit will normally be augmented when handling Class II and IV Quartermaster supplies for units in the Depot Area.

(2) The Quartermaster Truck Company, Avn. which provides motor transport service for the Air Depot.

f. Chemical Section. The Chemical Section is a part of the Headquarters and Headquarters Squadron, Air Depot Group, and stores and issues Class II and IV Chemical supplies. Personnel to supervise decontamination are included in this Section. When necessary, this Section received assistance from the Supply Squadron since it contains only a small group of specialists.

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(1) Chemical Maintenance Company is provided to augment the Chemical Section of the Air Force General Depot when Ground Combat or Service Force installations are not available nor suitably located. This unit handles maintenance and salvage of Chemical Warfare equipment of the Air Forces.

g. Engineer Section. Engineer Class II and IV supplies, except camouflage and construction materials, are handled by the Depot Supply Squadron.

11. Other Depots.

a. The Air Force Aviation Gasoline and Oil Depot will normally be operated by personnel of the Depot Supply Squadron augmented by available labor and motor transport facilities.

b. The Air Force Ammunition Depot is operated by the Ordnance Ammunition Company which supplies bombs and other ammunition to Service Center refilling points and/or Squadron distributing points, depending upon local conditions and routes of communication. Supply levels will be maintained at this Depot and the refilling points and distributing points serviced by it, as determined by the Air Force Commander. Movement of ammunition will be accomplished by rail, water or truck and by air transport in an emergency. The number of these Depots will depend upon the size of the Air Force and the character of the Theatre of Operations. This Depot will handle incendiaries when a Chemical Ammunition Depot is not established.

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c. Air Force Chemical Ammunition Depot is operated by the Chemical Depot Company, Avn. which stores and issues incendiaries and bulk chemicals to Service Center refilling points and/or direct to Squadron distributing points, depending upon local conditions and routes of communication. Normally, delivery will be made by water, rail or truck direct to the refilling points and/or distributing points served by the Depot. The number of these Depots will depend upon the size of the Air Force and the character of the Theatre of Operations. When this Depot is not established, incendiaries will be handled by the Ordnance Ammunition Depot.

d. Air Force Quartermaster Class I and III Depot.

(1) Quartermaster Depot Subsistence Company, Avn. procures and issues Quartermaster Class I supplies required by units in the Air Force Area and will be established if Ground Combat or Service Force installations are not available and suitably located.

(2) Quartermaster Depot Company, Class III, Avn. stores and issues Class III supplies required by the Air Forces and will be provided if Ground Combat or Service Force establishments are not available and suitably located.

e. Air Force Engineer Class IV Depot (for camouflage and construction material) stores and issues camouflage and construction material required by the Air Forces and is operated by the Engineer Depot Company. This Depot will be established

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if Ground Combat or Service Force establishments are not available and suitably located.

12. Certain Sections and Depots are established only when Communications Zone establishments are not available and suitably located.

a. Units from the above Sections are:

(1) Ordnance Depot Supply Company, Avn.

(2) Ordnance Maintenance Company, Air Force.

(3) Chemical Maintenance Company.

b. Other Depots are:

(1) Air Force Ordnance Ammunition Depot.

(2) Air Force Chemical Ammunition Depot.

(3) Air Force Quartermaster Class I and III Depot.

(4) Air Force Engineer Class IV Depot.

13. The following additional organizations will be provided for the Air Force Service Command to meet other service requirements:

a. Airdrome Squadron. This organization is basically the same as the ground echelon of the Combat Squadron. This organization is being studied further and these studies indicate that the unit will be streamlined to a much smaller "Commando-type" service unit. Its mission is three-fold:

(1) In leap-frogging operations to organize advanced airdromes so that flight echelons

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can move up and have essential service without awaiting the movement of its ground echelon.

(2) To organize sufficient airdromes in stabilized areas to permit rapid tactical and strategic concentration of Air Power without limiting the rapidity of this concentration to the mobility of ground echelons of the combat units.

(3) To provide detachments for such unoccupied airdromes as may be utilized infrequently or for transient traffic. In other words, it performs the function of the Airways Detachments which have been used in the United States for many years.

b. Air Transport. The use of air transport in theatres where long or difficult communications lines exist is essential to the adequate and timely supply of an Air Force. In Theatres where lines of communication are short, satisfactory results are obtained by use of motor transport. However, some air transport service will normally be necessary to provide for emergency service. This requirement should be met by Air Transport Squadrons. Unfortunately, however, sufficient transport aircraft has not been avail-

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able to satisfy this requirement and emergencies must be handled by provisional methods.

c. Aircraft Assembly Squadron. This unit was designed for location at points where a large quantity of aircraft assembly is required. It is especially tailored to do this job. A copy of the manning table of this unit presently in very limited use, is included in the data to be presented to you.

d. Quartermaster Truck Companies, Avn. The number of Truck Companies required will depend on:

(1) Length of truck haul.

(2) Road nets and condition and class of roads.

(3) Air, rail and water transportation facilities available.

(4) Terrain.

(5) Intensity of operations, and

(6) Extent to which Communications Zone installations are used.

Normally the number of Truck Companies provided within the Air Depot and Service Groups will be sufficient to provide motor transport service.

e. Ordnance Medium Maintenance Company, Avn (Q). These units, formerly Quartermaster units, provide third echelon motor transport maintenance for motor vehicles located at an installation which does not provide

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this service. The number of these units will depend upon the number of trucks supplied to the Command.

f. Engineer Construction Troops. In active theatres where construction is undertaken in the Theatre of Operations, Engineer Aviation Battalions will be provided to operate under the control of the Air Force Commander. In some cases construction will have been accomplished by the Communications Zone Commander. The number of battalions will depend on the amount of construction anticipated and on the intensity of hostile bombardment necessitating reconstruction.

g. Other Engineer Air Force organizations are:

(1) The Engineer Regiment, Avn. This organization is designed for operation in a major theatre where a large volume of work is concentrated in a small area. Its functions are the same as the Engineer Battalion, Avn.

(2) Engineer Headquarters Company. This unit operates under the Air Force Engineer, either on the Air Force or Service Command Staff, and is provided for the purpose of performing necessary drafting, designing, surveying, planning and coordinating

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in connection with the Engineer Aviation Battalions and/or Regiments.

(3) Engineer Topographic Co., Avn. This unit has the function of making aeronautical and target charts and mosaics from aerial photographs taken by the Photographic Groups of the Air Force. It works closely with the Combat Photo Groups.

(4) Engineer Camouflage Battalion, Avn. This unit is especially trained and equipped for supervision and execution of large-scale camouflage activities.

n. Signal Construction. The Signal Construction Battalion, Avn, will be provided for this purpose. The number of battalions required will depend upon the theatre. In some cases signal construction will have been accomplished by the Communications Zone Commander. However, considerable signal construction will have to be accomplished under the control of the Air Force Commander and such communications lines must be maintained.

i. Chemical Processing Company. This organization is charged with Chemical processing of clothing.

j. Labor. In an Air Force Depot Area considerable labor will be required to supplement specialists of the

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Depot organization in handling supplies. Such labor will normally be provided from native sources or from labor organizations available to the Air Force Service Command and the Theatre. The Air Forces have an Aviation Squadron composed of colored personnel which can be used for this purpose.

k. Airdrome Defense. To provide the required airdrome defense against attack by ground, parachute and airborne troops or against air attack, Ground Force units will be provided by the Theatre Commander. One Military Police Company will be provided each Depot Group for interior guard purposes.

l. Other required services not provided for above will be furnished by the Communications Zone Commander, or separate organizations will be furnished to operate under the Air Force. These services are those provided by such organizations as Quartermaster Companies, Laundry (semi-mobile), Bakery, Sterilization, Refrigeration (mobile), Sales, Salvage and Repair, etc. If required, it is up to the Air Force Commanding General to make his needs known.

m. The Air Force plan contemplates that all requirements for fifth echelon service of the Arms and Services will be provided by the Communications Zone Commander.

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14. Base Depots. In large theatres, Rear or Base Depots may be established to provide major overhaul and bulk storage of Air Force technical supplies and equipment for issue to Advanced or General Depots and other forward echelons. The original concept was that this Depot would be manned by civilian personnel when it was established. However, experience proved that this concept would not work. The Air Force plan calls for the operation of Base Air Depots by standard Air Depot Groups in such number as the situation requires and as augmented by the required number of standard units of the associated Arms and Services. It is not considered that an organization materially different (except for size) from an Advanced or Air Forces General Depot is required. The principal differences between an Advanced and Base Air Depot lie in:

a. Location

b. Base Air Depots handle supplies in bulk received direct from Ports.

c. Base Air Depots encompass a greater quantity of overhaul (principally engines and accessories) for which the Engine Overhaul Squadron is provided.

d. Advanced or General Depots are more specialized in maintenance, supply and reclamation of aircraft types and therefore will accomplish more binning and warehousing than the Base Air Depot.

In one theatre, the two principal Air Depots are operated under special manning tables. This is a special situation and is not contemplated as standard practice in other theatres.

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The general functions of a Base Air Depot are the assembly, maintenance, overhaul, reclamation and modification of aircraft, aircraft engine and accessory overhaul; and the receipt, storage, issue, salvage and distribution of Air Forces supplies. These supplies include Air Corps procured items required by the Ground Forces, such as parachutes, and Army Service Forces procured items peculiar to the Air Forces such as airborne Signal equipment, Flight Surgeon's kits, etc.

The Base Air Depot is further charged with the supervision of Extransit Depots either as an integral part of its internal establishment or located at or near Ports within its particular Control Area.

The Air Force Commander is necessarily intimately concerned with the functions of this establishment, particularly as regards modification of his aircraft. It must be realized that practically all aircraft now being supplies to theatres require modification prior to commitment to battle. This condition is caused by evolutionary demands of combat necessitating improvements in design and armament. While modifications can, to a considerable extent, be accomplished in the Continental United States at Modification Centers, there still remains many man-hours of detailed work in modifying the plane to meet the demands of the particular theatre and local combat conditions.

In connection with engine overhaul activities, there is a new organizational development. It has been found that it is not

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sound to provide engine overhaul personnel as a part of the Air Depot Repair Squadron. Many Depot Groups are not engaged in engine overhaul activities. Therefore, the engine overhaul activities have been eliminated from the new Table of Organization for the Repair Squadron and a separate Table of Organization for an Engine Overhaul Squadron has been published. Recognizing that the Depot Repair Squadron did not contain sufficient personnel, other sections were increased concurrently with the elimination of the engine overhaul section. The new Tables of Organization for these two units are just off the press and are included in the data to be given you.

The Engine Overhaul Squadron is designed to overhaul approximately 125 to 150 engines per month. The requirement for this unit will vary widely in different Theatres. There are several major factors which will determine where engine overhaul activities will be carried out. Insofar as these factors do not dictate otherwise, it is the general policy of the Army Air Forces to send engines back to the United States for overhaul. Experience has proven that this policy results in saving manpower in the Theatre, more rapid return of engines to service and better overhaul. Some instances in which major factors indicate a change from the policy are:

Where overhaul facilities have been established due to:

The large number of aircraft concentrated in the theatre,

The existence of Zone of Interior facilities,

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Time available to prepare the Base to support Extensive Forces,

The consideration that should The Front progress into enemy territory, the Base will still be in a position to support the Combat Forces.

Where, due to the long lines of communication it has been desirable to set up a minimum of overhaul facilities in order to provide for emergencies. These facilities are available for modifications, top overhaul, engines requiring inspection overhaul as capacity permits. The overflow is returned to the United States. This procedure has proven very efficient.

Where engine overhaul has been discarded completely and engines are returned to the United States for overhaul.

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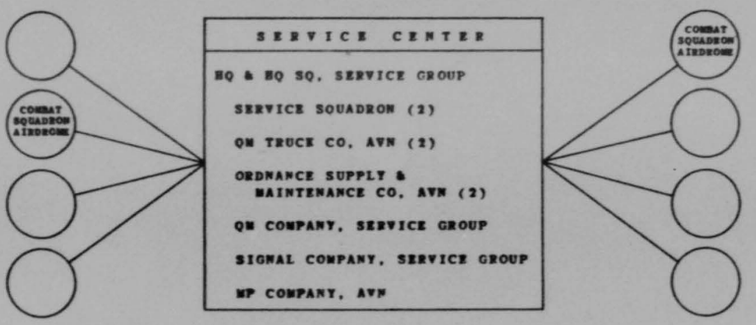
DEPLOYMENT OF SERVICE GROUP

SITUATION NO. 1



DEPLOYMENT OF SERVICE GROUP

SITUATION NO. 2

AIR BASE	
SERVICE CENTER	COMBAT
HQ & HQ SQ, SERVICE GROUP (LESS DETACHMENT) 1 SERVICE SQUADRON 1 ORDNANCE SUPPLY & MAINTENANCE CO, AVN 1 QM TRUCK CO, AVN 1 SIGNAL CO, SERVICE GROUP (LESS DETACHMENT) 1 QM CO, SERVICE GROUP (LESS DETACHMENT) 1 MP CO, AVN (LESS DETACHMENT)	1 COMBAT GROUP

AIR BASE	
SERVICE CENTER	COMBAT
DET HQ & HQ SQ, SERVICE GROUP 1 SERVICE SQUADRON 1 ORDNANCE SUPPLY AND MAINTENANCE CO, AVN 1 QM TRUCK CO, AVN DET, SIGNAL CO, SERVICE GROUP DET, QM CO, SERVICE GROUP DET, MP CO, AVN	1 COMBAT GROUP

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DEPLOYMENT OF SERVICE GROUP
SITUATION NO. 3

AIR BASE	
SERVICE CENTER	COMBAT
HQ & HQ SQ, SERV GP SERVICE SQ (2) ORD S & M CO, AVN (2) QM CO, SERVICE GP SIG CO, SERVICE GP MP CO, AVN	2 COMBAT GROUPS

DEPLOYMENT OF SERVICE GROUP
SITUATION NO. 4

AIR BASE	
1 HQ & HQ SQ, SERV GP 3 SERVICE SQUADRONS OTHER UNITS SUPPLEMENTED AS REQUIRED	3 COMBAT GROUPS

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DEPLOYMENT OF PROPOSED SERVICE GROUP (MAINTENANCE GROUP)

SITUATION NO. 5

<table>
<tr><td colspan="4">AIR BASE</td></tr>
<tr><td colspan="3">SERVICE GROUP (MAINTENANCE GROUP)</td><td rowspan="3">COMBAT GROUP</td></tr>
<tr>
<td>HQ & BASE SERVICES SQUADRON:
HEADQUARTERS
DEPUTY FOR SERVICES
SQ ADMINISTRATION
CHAPLAIN
CHEMICAL
COMMUNICATIONS
FINANCE
FIRE FIGHTING
GUARD
MEDICAL
PHOTOGRAPHIC
SPECIAL SERVICES
GROUP TRANSPORTATION
UTILITIES</td>
<td>ENGINEERING SQUADRON:
DEPUTY FOR MAINTENANCE
SQ ADMINISTRATION
SHOP ADMINISTRATION
AIR FORCES TECHNICAL SHOPS
ARMAMENT SHOP
COMMUNICATIONS SHOP
VEHICLE SHOP
3 MOBILE REPAIR UNITS</td>
<td>MATERIEL SQUADRON:
DEPUTY FOR MATERIEL
SQ ADMINISTRATION
STOCK CONTROL
ADMINISTRATION
AMMUNITION
A.C. SUPPLIES
COMM. SUPPLIES
ORD SUPPLIES
QM SUPPLIES
TECHNICAL COORDINATION
WAREHOUSE
A.C. SUPPLIES
COMM. SUPPLIES
ORD SUPPLIES
QM SUPPLIES</td>
</tr>
<tr><td colspan="3">*ADDITIONAL SERVICES PROVIDED OUTSIDE T/O</td></tr>
<tr>
<td>FIRE FIGHTING
TRANSPORTATION
UTILITIES
ADVANCED ECHELON</td>
<td>CENTRAL STATION FIRE CONTROL
ELECTRONIC CONTROL
INSTRUMENT LANDING SYSTEM REPAIR
RCM
TRANSPORTATION
ADVANCED ECHELON</td>
<td>TORPEDO SECTION
TRANSPORTATION
ADVANCED ECHELON</td>
</tr>
</table>

*PROVIDED WHEN THE SITUATION WARRANTS, UPON AUTHORIZATION OF THE WAR DEPARTMENT.

NOTE: TABLES OF EQUIPMENT WILL PROVIDE THE SAME FLEXIBILITY AS THE TABLES OF ORGANIZATION TO FACILITATE CONCURRENT ADDITIONS OR DELETIONS OF PERSONNEL AND EQUIPMENT.

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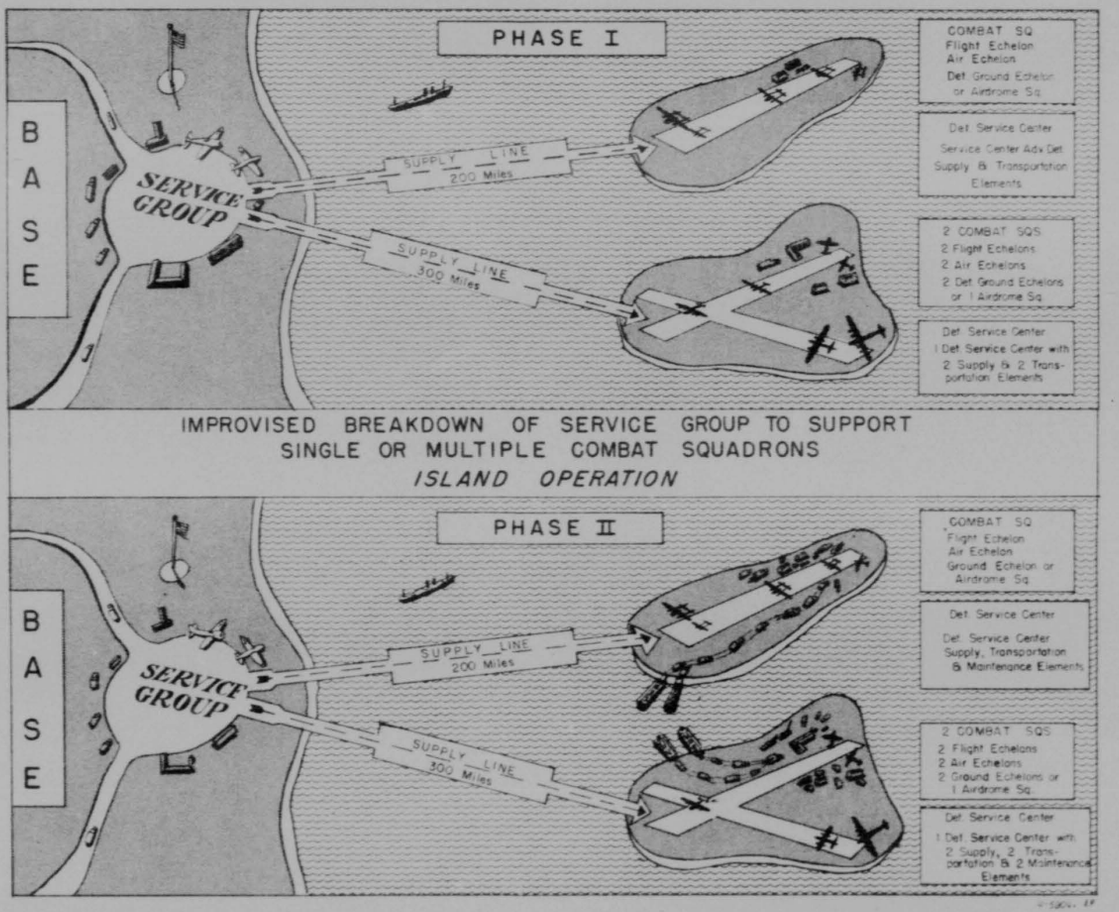

IMPROVISED BREAKDOWN OF SERVICE GROUP TO SUPPORT SINGLE OR MULTIPLE COMBAT SQUADRONS

ISLAND OPERATION

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ONE SQUADRON SERVICE CENTER SUPPORT UNIT

1. The following is an analysis of a service unit designed to provide necessary third echelon supply, maintenance and reclamation functions for a combat squadron participating in an assault.

2. Basically the unit will be originated from a standard service center comprising the following units:

	T/O
1-- Hq & Hq Sq, Service Group	1-412
2-- Service Squadron	1-417
1-- Quartermaster Company, Serv Go (Avn)	10-437
2-- Quartermaster Companies Truck (Avn)	10-617
2-- Ordnance Supply & Maintenance Company (Avn)	9-417
1-- Signal Company, Service Group	11-237
1-- Military Police Company (Avn)	19-217

3. The Standard Service Center is used in order to have a fixed number of units from which to draw the personnel necessary to perform those function set forth in AAF Regulation 65-1.

4. There are variables peculiar to the theatre in which an operation takes place. These may be the type of aircraft, the length of the supply line, the time required to secure an airstrip, the Army Service Forces units participating as well as those attached to a service center, the size of the airstrip as to its operational capacity and facilities, whether the operatic is a joint or combined one and many other factors that effect the specific plan of assault. The unit suggested is primarily for planning purposes where economical employment of service troops is necessary to support widely dispersed combat squadrons. Thus the basic unit can be modified to satisfy such variables as a commander deems necessary.

5. Fundamentally, the unit must provide the third echelon of supply, maintenance, and reclamation required by a single combat squadron concurrently with that squadron's assault operation. The first concern of the service unit would be to get supplies into the airdrome immediately after the airdrome has been made operational by the Aviation Engineers. The principle supplies that have priority are Class III A and Class V. These supplies would be necessary for aircraft to perform further attack missions with full combat load. Secondly, Class I supplies must also be considered until resupply arrives.

6. The primary concern would be to bring these supplies to the truck or bridgehead and forward them to the squadron airdrome. For clarification, a breakdown on the number and qualification of personnel necessary is given according to the types of supplies to be handled.

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a. To handle Class I, II, and IV Supplies:

1--	Clerk, general	055
1--	Receiving & Shipping Clerk	186
1--	Stock Control Clerk	374
2--	Stock Clerk	324
5	Total	

b. To handle Class III and III A Supplies:

2--	Technical Clerk	501
1--	Clerk Typist	405
2--	Supply Clerk	835
1--	Clerk General	055
3--	Basic	
9	Total	

c. To handle Class V Supplies:

1--	Technical Clerk	501
1--	Clerk general	055
1--	Crane Operator	063
3--	Munitions Worker, Aviation	901
1--	Ammunition (Sergeant)	505
1--	Operator Decontaminating Equip.	809
8	Total	

7. The above group of twenty-two (22) would be concerned with unloading the supplies from the transport or watercraft and assembling the supplies in identified areas prior to forwarding them to the squadron strip.

8. To accomplish this mission certain transportation is necessary. Fundamentally, the transportation would be dependent upon the distance and loading required for the mission. From a continuous operation standpoint the following personnel would constitute those necessary for the transportation element:

5--	Automobile Mechanic	014
1--	Carburetor, specialist	414
1--	Clerk Typist	405
1--	Assistant Truck Master & Platoon Leader	668
1--	Squad Leader	653
22--	Automotive Equip. Operator	345
3--	Automotive Equip. Operator, Heavy	931
2--	Refueling Unit Operator	932
36	Total	

9. Attention is called to the fact that all the above transportation personnel will not go in on the first assault wave. For illustration, ten (10) trucks with relief drivers might be included in the assault wave on D day to enable the supply section to get organized at the bridgehead as well as to forward the supplies to the squadron area. On D plus 8 the balance

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of the unit should arrive at the bridgehead to aid the current transportati unit as well as to perform necessary maintenance on the vehicles that have had a period of intensive operation.

10. On D plus 3 or D plus 4 the ground echelon of a combat squadron should arrive at the airdrome with the balance of the combat squadron equipment including the ten day supply level. Concurrently with this phase of operations a shipment of Class I, II, III, III A, IV and V supplies necessary to carry the squadron thru the period D to D plus 10 should be brought in. On or about D plus 8, supplies necessary for a 30 day period should be sent in to enable the service unit to provide necessary third echelon supply, maintenance and reclamation functions for the combat squadron. The service center personnel necessary for this operation should include the following technical personnel basically incorporated in a mobile repair unit.

2--	Machinist	114
2--	Propeller Specialist	687
7--	Sheet Metal Worker	555
2--	Weapons Mechanics, aircraft	902
1--	Artillery Mechanic, Light	913
1--	Radio Mechanic	754
1--	Radio Repairman, Aircraft Equip.	647
1--	Radio Repairman, Aircraft Airborne	954
1--	Airplane woodworker	550
1--	Carpenter	050
2--	Aerial Torpedo Mechanic	362
2--	Airplane Armorer	911
5--	Airplane & Engine Mechanic	747
1--	Airplane Inspector	813
1--	Fabric & Dope Worker	548
1--	Parachute Rigger and Repairman	620
2--	Aircraft Welder	573
1--	Bombsight Specialist	683
1--	Hydraulic Specialist	528
2--	Mobile Repair Unit Chief	925
2--	Electrical Specialist	685
2--	Instrument Specialist	686
1--	Power Turret & Gunsight	678
1--	Section Leader	652
1--	Crew Chief	750
2--	Radio Repairman VHF Wire	950
46	Total	

11. For direct support to the above third echelon maintenance personnel of forty-six (46) should be added supply personnel to control third echelon technical supplies, and also perform liaison with the DP established by the combat squadron. Such supply personnel would include the following:

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1--	Technical Clerk	501
2--	AAF Technical Supply	826
2--	Clerk Typist	405
1--	Supply Clerk	835
3--	Clerk, general	055
1--	Parts Clerk Automobile	348
1--	Warehouse Foreman	252
11	Total	

12. Intent on accomplishing the service center mission, these supply personnel would work directly with the maintenance element. Their responsibility to the squadron DP is to assist the 1st and 2nd echelon of the combat squadron.

13. Adequate administrative organization would be essential especially from the standpoint of coordinating the unit's activities. This would necessitate a command element consisting of:

1--	Office Assistant	521
1--	First Sergeant	585
1--	Clerk Typist	405
1--	Switchboard Operator	650
5--	Military Police	677
1--	Weapons Mechanic, hand & shoulder	903
1--	Motorcyclist	679
1--	Bugler	803
1--	Teletypewriter Operator	874
2--	Clerk, general	055
1--	Radio Operator High Speed	766

To be included also are medical and mess personnel as follows:

1--	Mess Sergeant	824
3--	Cook	060
2--	Cook's Helper	521
1--	Surgical Technician	225
1--	Supply Clerk	835
1--	Supply	821

The supply personnel included in this element would also supervise the equipment used by the unit.

14. For officer strength the D day and D plus 8 operation would be basically controlled by a Major familiar with all service center functions. His primary concern would be to coordinate the operation with all units concerned. For the initial echelon moving in on D day there should be a Captain as deputy commander supervising the operation of the D day phase. He would coordinate his action with the ground force units, the aviation engineers preparing the landing strip and with the combat squadron representative who would approve the landing strip for operation purposes. A first lieutenant would coordinate the beachhead or truckhead activities while a second lieutenant would supervise the transportation of the supplies from the truck or bridgehead to the squadron dump. Arriving with the D plus 8 phase of the operation would be a captain preferably familiar with technical maintenance and a first and second lieutenant in charge of the supply

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and transportation elements. All officer personnel would take immediate control over respective personnel within their functions.

15. The above unit is improvised from the service center planned to service eight combat squadrons. Approximately eight similar units may be originated within the service center. Flexibility is obtained in combining the units in proportion to the number of combat squadrons being serviced. Specific responsibility to a combat squadron is maintained, even though the units are combined. The more combat squadrons located in an area the simpler the service center problem. Likewise, an assault operation over land is easier to execute than one involving amphibious units. To avoid duplication in single squadron installation, squadron DP might perform the major supply function and should be taken into consideration in planning such an operation. In all operations, consideration should be given to utilizing aviation engineers in unloading and forwarding supplies once the air strip has been completed. Consideration should be given to utilizing airdrome squadron elements during the initial phases as well as in lieu of ground echelons. Elements of ground echelons may also be incorporated in the initial phases.

16. On D plus 40 a refill shipment of priority screened supplies should be forwarded. Included would be special service center equipment necessary to place in operation aircraft that cannot be repaired with the equipment forwarded on D plus 8. Only personnel to be included are those of special technical skill and replacements. The supply level should be based on a turn around basis, especially on an island operation where shipping space and schedules may be intermittent.

17. Paramount to a long supply line should be a liaison element established by the Air Force in the form of a transport airplane on call or on a schedule in order that critical personnel and equipment might be forwarded and returned. Also to be provided for in such liaison are special services such as finance and chaplain.

18. In conclusion, the unit as a whole is suggested as a means of supporting a single combat squadron -- this unit would be employed in terms of "A" and "B" parties as indicated on the enclosure attached, the "A" party being the forward echelon and the "B" party being the rear echelon. These suggestions indicated are command decisions but should not be overlooked in the efficient employment of available manpower.

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ONE SQUADRON SERVICE CONTROL SUPPORT UNIT

Suggested breakdown into Forward and Rear Echelons day parties according to specification serial numbers.

SSN	DESCRIPTION	TOTAL	FORWARD ECHELON	REAR ECHELON
1.	Command Element			
	Major	1		1
	Captain	2	1	1
	First Lieutenant	3	1	2
	Second Lieutenant	2	1	1
	Total Officers:	8	3	5
055	Clerk, general	2		2
405	Clerk, typist	1	1	
521	Office Assistant	1		1
585	First Sergeant	1	1	
650	Switchboard Operator	1		1
677	Military Police	5		5
679	Motor cyclist	1		1
766	Radio Operator	1	1	
803	Barber	1		1
874	Teletypewriter Operator	1		1
903	Weapons Mechanic, hand & shoulder	1		1
	(Mess and Supply)			
060	Cook	3	1	2
225	Surgical Technicians	1		1
521	Cooks Helper	2	1	1
821	Supply	1		1
824	Mess Sergeant	1	1	
835	Supply Clerk	1	1	
2.	Supply Element			
	Class I, II, and IV Supplies			
055	Clerk, general	1	1	
186	Receiving & Shipping Clerk	1	1	
324	Stock Clerk	2	2	
374	Stock Control Clerk	1		1
	Class III and III A Supplies			
055	Clerk, general	1	1	
405	Clerk, typist	1	1	
501	Technical Clerk	2	2	
521	Basic	3	3	
835	Supply Clerk	2	2	
	Class V Supplies			
055	Clerk, general	1	1	
063	Crane Operator	1	1	
501	Technical Clerk	1	1	
505	Ammunition (Sergeant)	1	1	
809	Operator decontaminating Equip	1	1	
901	Munitions Worker Aviation	3	3	

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SSN	DESCRIPTION	TOTAL	A	B
3.	Maintenance Element			
050	Carpenter	1	1	
055	Clerk, general	3		3
114	Machinist	2		2
252	Warehouse Foreman	1		1
348	Parts Clerk, Automobile	1		1
405	Clerk typist	2		2
501	Technical Clerk	1		1
513	Airplane Inspector	1		1
520	Hydraulic Specialist	1		1
540	Fabric & Dope Worker	1		1
550	Airplane Woodworker	1		1
555	Sheet Metal Worker	7		7
573	Aircraft Welder	2		2
620	Parachute Rigger & Repairman	1		1
647	Radio Repairman Aircraft Equipment	1		1
652	Section Leader	1		1
662	Aerial Torpedo Mechanic	2		2
678	Power Turret & Gunsight Specialist	1		1
683	Bombsight Specialist	1		1
685	Electrical Specialist	2		2
686	Instrument Specialist	2		2
687	Propeller Specialist	2		2
747	Airplane & Engine Mechanic	5		5
750	Crew Chief	1		1
754	Radio Mechanic	1		1
826	AF Technical Supply	2	1	1
835	Supply Clerk	1		1
902	Weapons Mechanic Aircraft	2		2
911	Airplane Painter	2		2
950	Mobile Repair Unit Chief	2		2
925	Artillery Mechanic Light	1		1
950	Radio Repairman VHF Mrc	2		2
954	Radio Repairman, Aircraft Airborne	1		1
4.	Transportation Element			
014	Automobile Mechanic	5	1	4
345	Automotive Equipment operator	22	12	10
405	Clerk Typist	1		1
414	Carburetor, Specialist	1		1
653	Squad Leader	1	1	
668	Assistant Truckmaster & Platoon Leader	1		1
931	Automotive Equipment Operator Heavy	3		3
932	Refueling Unit Operator	2		2
	TOTAL ENLISTED	140	44	96
	AUTHORIZED	148	47	101

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TYPE OF UNIT	FUNCTIONS	T/O & E	PERSONNEL OFF	PERSONNEL WO	PERSONNEL EM	BASIS OF ASSIGNMENT
I. SERVICE CENTER						
Hq & Hq, Sq Service Group	Provides Service Center Hq, including Medical, Finance, Chemical, Ordnance & Qm Special Staff sections. The CO of other service units assigned act as staff officers for their respective services.	1-412	28	0	136	1 per 2 Combat groups
Service Squadron	Third echelon of Air Force Maintenance and Supply.	1-417	7	2	236	1 per Combat group
Quartermaster Truck Co, Avn	Transports troops & supplies of all kinds (including ammunition), and evacuates Airdromes when necessary.	10-517	3	0	99	1 per Combat group
Ordnance Supply and Maintenance Co, Avn	Third echelon supply & maintenance of vehicles, weapons; maintains reserve ammunition supply, evacuates materiel.	9-417	4	0	76	1 per Combat group
Quartermaster Co, Service Group, Avn	Procures, stores, issues Qm Class II & IV supplies, operates Class I & III D.P., purchases & contracts, provides Qm salvage service.	10-437	5	0	76	1 per 2 Combat groups
Signal Company, Service Group	Installs, operates & maintains local signal communications facilities for Service Center, 3rd echelon maintenance of wire communications radio & radar.	11-237	3	0	97	1 per 2 Combat groups

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Military Police Company, Avn	Provides interior guard for all elements of the service center including the ordnance ammunition and bomb dump.	19-217	4	0	100	1 per Service group
Chemical Co, Air Operations	Loads airplane spray tanks with liquid chemical agents and smoke, operates chemical D.P., handles filled tanks.	3-457	4	0	130	1 per bomb group
Medical Section, Hq & Hq, Serv Gp, (Augmented)	Provides dispensary for medical and dental services to the service center personnel and will procure, store & issue medical supplies to all units within the Service Center area.					Included in Hq & Hq, Serv. group
Service Group (proposed) Hq & Base Service Sq, Service Gp proposed (Maintenance Group)	Provides Service Group Hq and station administration personnel at a one combat group station in a theatre of operations, to include finance, fixed communications and medical dispensary service, interior guard, station utilities, fire fighting service and the central motor transportation pool.		27	1	297	1 per Combat group
Engineering Sq, Service Group (Proposed) (Maintenance Group)	Provides 3rd echelon maintenance salvage and reclamation of all items of equipment for one combat group in a theatre of operations, including aircraft equipment, ground and air communications equip, armament equipment, etc. Also provides service for transient aircraft. Mobile repair units are included to provide maintenance, salvage and reclamation for aircraft in the area.		8	1	222	1 per Combat Group

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	Materiel Squadron, Service Group (proposed) (maintenance Group)	Provides personnel and equipment for 3rd echelon of supply of all items including Ordnance, Signal, Quartermaster, Chemical, Air Force Technical, etc.		7	1	143	1 per Combat group
II.	AIR FORCE GENERAL DEPOT						
	Hq & hq Sq, Air Depot Group	Provides the Hq for the general depot, it also includes Medical, Chemical, Ordnance, and Finance sections to provide corresponding services for the general depot itself.	1-852	21	0	150	1 per Air Depot Group
	Depot Repair Squadron	Provides the personnel for the fourth echelon repair of aircraft equipment. Also provides machine equipment with limited capacity for fabrication of parts to augment the supply system, insofar as possible, in emergency. Includes personnel for Depot operations & flight section. Provides crews for oxygen generating equipment when authorized by War Department.	1-857	12	0	328	1 or more per Air Depot Gp, 1 per 4 Combat Groups
	Depot Supply Squadron	Provides the personnel for the 4th echelon procurement, storage and issue of Air Force technical supply and equipment.	1-858	7	0	124	1 or more Air Depot Gp, 1 per 4 combat groups
	Engine Overhaul Squadron	The function of this unit is depot inspection and repair and complete overhauling of airplane engines & engine accessories.	1-947	10	1	583	As required determined by decision to overhaul or not to overhaul engines in theater & no. eng.

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Ordnance Medium Maintenance Company Avn (Q)	Provides 3rd echelon repair of motor vehicles & evacuation of unserviceable vehicles beyond facilities. This function to be included in proposed revised Hq & Hq Sq, Air Depot Group now being processed.	10-487 & C-1 Equip TBA-10	2	0	46	1 per Air Depot Group
Quartermaster Truck Company, Aviation	Transports troops & supplies of all kinds (including ammunition) and evacuates airdromes when necessary.	10-517	3	0	99	1 per Air Depot Group Additional as required
Quartermaster Platoon, Air Depot Group	Procures, stores and issues Class II & IV Quartermaster supplies for Air Force Area, also procures, stores & issues all types of QM supplies for Depot Area.	10-427 & C-1	2	0	22	1 per Air Depot Group
Military Police Company Avn	Provides interior guard at Air Depot.	19-217	4	0	100	1 per Air Depot Group
Troop Carrier Squadron	Supply & evacuation of Materiel and personnel where lines of communication are long and difficult.	1-317 C-1 & C-2	82	1	259	1 per Air Depot Group
Signal Depot Company, Avn	Storage & issue of all Air Force Signal supplies & equipment & the 4th echelon repair of Signal Corps equipment used by the Air Force.	11-287 & C-1 Equip 11-287	7	1	204	2 per 3 Air Depot Groups
Medical Supply Platoon, Avn	Storage and issue of Medical supplies for Air Force units.	8-497	2	0	19	1 per Air Depot Group

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Chemical Maint Co (Avn)	Maintenance & salvage of chemical warfare equipment of the Air Forces that cannot be accomplished by lower echelons.	3-47	4	0	119	1 per Air Force
Hq & Hq Sqn Air Depot Group (proposed)	Provides the personnel and equipment for the Hq Air Force General Depot and Air Depot Group, including Chaplain, Chemical, Finance, Quartermaster, Ordnance and Medical Special Staff Sections including a Medical Dispensary, 3rd echelon maintenance on vehicles and finance disbursing service. (This organization when approved will eliminate the Ord Medium Maintenance Co, Avn (Q)	1-852	25	0	152	1 per Air Depot Group
Ordnance Maintenance Co, Air Force	4th echelon of Ordnance Maintenance for all ordnance equipment used by the Air Force.	9-257	8	1	216	1 per General Depot

III. OTHER DEPOTS

Ordnance Depot Co	Store and issue Ordnance Class II & IV supplies	9-57	5	1	180	Normally 1 per General Depot
Engineer Depot Company	Stores and issues camouflage and construction material required by the Air Force.	5-47	7	0	211	Per Major Theater

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Air Force Ordnance Ammunition Co.	Supplies bombs and other ammunition to Service Center refilling points, or direct to Sq D.P. depending upon local conditions and routes of communication.	9-17	6	0	180	As required
Chemical Depot Co Avn	Storage and issue of incendiaries and bulk chemicals to Service Center refilling points, or direct to Sq D.P. depending upon conditions and routes of communication.	3-418	4	0	78	1 per Wing capable of performing chemical operations
Qm Depot Subsistence Co, Avn	Procures and issues Qm Class I supplies required by units in the Air Force Area.	10-477	3	0	54	1 per Air Depot Gp or 1 per 25,000 men
Qm Depot Co, Class III Avn	Stores and issues Class III supplies required by the Air Force.	10-467	2	0	30	1 per A. D. Group

IV. MISCELLANEOUS

Engineer Regiment Avn	Same as Engineer Bn Avn	5-411	100	0	2533	1 per Major Theatre or as required
Engineer hq Co, Air Force	Performs necessary drafting, designing, surveying, planning and coordination in connection with Engr Avn Bn & Regiments.	5-800-2	12	0	180	1 per Air Force
Engineer Bn, Avn	Construction of Airdromes and their appurtenances.	5-415	28	0	762	1 per 2 Combat Groups and 1 Company to 1 battalion per Service Center depending on construction etc.

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Engr Topographic Co	Making of Aeronautical and target charts & mosaics from aerial photographs taken by photographic groups of the Air Force.	5-477	8	0 147	1 per Air Force determined by the number of photo groups
Engr Camouflage Bn Avn	This unit is especially trained & equipped for supervision and execution of camouflage activities.	5-465	24	1 561	1 per Major theater
Signal Construction Bn	Construction and maintenance of signal communication lines.	11-225	14	1 396	As required normally 2 per Air Force
Chemical Processing Co	Chemical processing of clothing.	3-77	5	0 143	1 per 50,000 men
Airdrome Squadron	In leap-frogging operations to organize advanced airdromes so that flight echelons can move up and have essential service without awaiting the movement of its ground echelons. Used to organize extra airdromes.	1-487S	12	0 261	As required
Airplane Assembly Sq	This Squadron was designed for location at points where a large quantity of aircraft assembly was required. It is especially tailored to do the job and is presently in limited use.	M/T	37	676	As required
Aerial Resupply Detachment (proposed)	Receives packages and loads all classes of supply required by Ground Forces to be delivered by Army Air Forces.		4	84	As required

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CONSERVATION OF MANPOWER BY PROPER USE OF AVIATION SQUADRONS

1. There was previously cited the instance of the Depot Group Commander who took months to get his supply warehouses and his shop facilities producing because he was constantly diverting his technicians to such jobs as unloading trains, and labor in connection with establishing essential facilities. In the operation of a Depot as well as in getting it set up, there is invariably a large quantity of common labor to be done. This is true also in third echelon around the Air Base where Service Group technicians are diverted from their jobs to perform housekeeping functions and guard as well as common labor.

2. In the initial stages of the War there was not enough shipping to include labor units. It was more vital to get a technician overseas than a laborer who could not do or learn a technician's job. Since theatres are still short-handed, we feel that one of the biggest steps that can be taken to get the most done with the manpower available is to provide labor units, thereby making it possible to restore the technician and potential technician to 100% time on his primary job. This must be done by the fullest exploitation of local civilian labor, prisoners of War where possible, and by the use of labor units where this is not possible.

3. Army Air Forces Aviation Squadrons are designed, organized, and equipped in accordance with T/O&E 1-999 dated

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25 August 1943. The present policy of the Army Air Forces is to man these units with colored personnel. These units can efficiently perform the following functions in a theatre of operations:

a. INTERIOR GUARD: The Squadron is normally capable of performing the interior guard duties on an Army Air Base, satellite field, or similar installation.

b. LABOR TASKS: This unit is adequately equipped to perform any normal labor task required for the maintenance and operation of an airdrome.

c. UNIT DEFENSE AGAINST AIRBORNE AND GROUND ATTACK: The basic training and authorized arms for this type of unit enable it to be utilized to a great advantage for the standing operating procedure or base defense plan.

d. DEFENSE AGAINST CHEMICAL ATTACK: The personnel of this unit can be used to operate first aid stations, for gas casualties, for airfield decontamination, supply decontamination at distributing points and supply points.

e. ESTABLISHING AND MAINTAINING MESS FACILITIES: The Squadron is capable of maintaining and operating mess facilities.

f. SUPPLY: Personnel of this type can be utilized to handle supplies, loading, unloading, the storage and proper care thereof.

g. PLANE HANDLERS: This unit can provide personnel competent to be of assistance about the hangar. These duties

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in no way call upon the individuals to possess specialized or technical knowledge. They can assist in such jobs as servicing aircraft and minor technical tasks.

h. The foregoing are only a few examples of the many profitable ways that these units can be of great service.

4. Maximum use should be made of existing Aviation Squadrons. In the past these organizations have been viewed as composed almost entirely of animated muscle. A different and better conception is one that among the personnel of these organizations are many individuals with skill in varying degrees. There will be carpenter, plumbers, painters, gardeners, storekeepers, stone masons, auto mechanics, heavy equipment operators and other trades among this personnel. In planning and providing service troops for any theatre of operations, every contingency cannot be foreseen and provided for. However, units such as these should prove exceptionally helpful to meet conditions not standard and thereby conserve the technicians of more specialized organizations in performing their regularly assigned missions.

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SUPPLY AND RESUPPLY BY AIR AND THEATRE AIR TRANSPORTATION SERVICE

1. The War Department has directed in a Memorandum for the Commanding General, Army Air Forces, dated 17 November 1943, Subject "Supply by Air," File WDGCT 400 (17 Nov 1943) that:

a. The Army Air Forces will provide an organization for assignment to designated Air Force Depots in the Theatre of Operations to receive, package, and load all classes of supplies required by Ground Forces to be delivered by Air Transport.

b. The Army Ground Forces will cooperate with the Army Air Forces in the use of training facilities already established by the Airborne Command.

2. This responsibility of the Army Air Forces and Theatre of Operations includes:

a. Loading of supplies into airplanes.

b. Unloading of supplies from the airplane in flight.

c. Rigging, attachment and adjustment of parachutes to packages to be dropped.

d. Packaging of supplies for aerial delivery.

e. Packing of aerial containers for dropping whether or not by parachutes.

3. In order to accomplish this responsibility there is presently under consideration in the Army Air Forces a proposed Aerial Resupply Squadron to consist of several teams which may be dispatched to concentration points as determined by Command Headquarters. A copy of the proposed table of organization is included in the data given you.

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4. The task of delivering these supplies to selected concentration points is the responsibility of the Theatre Commander or the Communications Zone Commander if so designated. The facilities at such concentration points may of necessity be augmented by transportation and labor from the Theatre or Air Force pool. Practically all supplies flown to isolated Ground units in the Combat Zone will normally be transported by regularly organized, trained and operated Troop Carrier units. Diversion of supporting combat aviation for this purpose will be rare. The type of combat aircraft which may be required for this duty can rarely be predicted. Preliminary investigations should be made as to the manner in which such an operation might be performed when the necessity occurs, as far ahead as possible, and close liaison and cooperation between the Ground Forces, Air Forces and Service Forces in the Theatre maintained.

5. Theatre air transportation service will normally be provided by the Air Force Commander from available aviation under his control. Normally this aviation will consist of Troop Carrier or Transport aircraft augmented by other aircraft suitable for this type of service. In some theatres an air transport service is established in the Air Force Service Command.

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SUMMARY

1. It has been our endeavor to present the Air Forces logistical organization doctrine to those of you who were not familiar with it and to present to all of you the latest developments along this line which otherwise would take some time to reach you in the Theatre. Our desire is to be of assistance to you in your organizational problem with a view to getting a better job done with the manpower available.

2. It is our firm belief that if all concerned possess a good working knowledge of the Air Forces plan and organizations, that these organizations will be properly employed and a better job will be done. It is important that there be mutual understanding and cooperation between the Communications Zone personnel and that of the Air Force Service Command. The result will be a more even flow of supply and better maintenance service which means increased efficiency of air power.

3. As stated before, Army Air Forces Regulation 65-1 is still fundamentally sound, but requires revision in detail. The revised 65-1 will still leave many contingencies that must be provided for by improvization. We can not hope to meet all contingencies in all Theatres, but the planning which has been going on will continue. We hope to provide a standard structure which comes as close as possible to meeting all contingencies

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and which has sufficient flexibility to be moulded in the Theatr to meet all contingencies.

4. There is still some time left if anyone desires to discuss any points or raise any questions.

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PROCUREMENT (GENERAL)
(AAF Procurement Cases (General)

144.06-2
2 Jul 1940

RETURN TO:

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PROCUREMENT (GENERAL)
CAF Procurement Cases (General)

6-28564

Procurement & Industrial Planning

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WAR DEPARTMENT
OFFICE, CHIEF, MATERIEL DIVISION
WASHINGTON, D. C.

March 18, 1940

MATERIEL DIVISION NOTICE NO. 43

SUBJECT: Materiel Division - - Assignment of Officers.

1. For the information of all concerned, the assignment of officers of the Materiel Division is as follows:

Assistant to Chief, Materiel Division	Colonel W. F. Volandt
Technical Executive	Major A. J. Lyon
Assistant Executive	Major D. F. Fritch
Assistant Executive	Major M. E. Gross
Chief, Building & Grounds Section	Lt. Col. O. G. Trunk
	Lt. Col. Walter J. Reed
	Major Evers Abbey
	Major Harold L. Clark
Chief, Contract Section	Major A. A. Kessler, Jr.
Chief, Engineering Section	Major E. M. Powers
	Major B. W. Chidlaw
	Major G. C. Jamison
	Major J. C. Moore
	Major W. G. Smith
	Major P. W. Timberlake
	Captain C. A. Ross
Chief, Field Service Section	Major L. P. Whitten
	Captain W. T. Hefley
Chief, Materiel Planning Section	Lt. Col. J. F. Powell
	Major J. A. Laird
	Major E. C. Langmead
Chief, Patents Section	Captain E. H. Snodgrass, J.A.G.

Geo. H. Brett
Brig. General, Air Corps
Chief, Materiel Division

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FPS:MKF (4-A)
July 3, 1940

MEMORANDUM for Dr. Meade

SUBJECT: Conference of July 2, 1940

1. Following is a summary of the proceedings of the meeting in the Conference Room July 2, 1940 participated in by representatives of the Army Air Corps and the Council of National Defense, including the conference in the afternoon in which representatives of the Navy participated.

2. The morning session was devoted largely to the checking of the Army list of Air Corps requirements. In addition, it was the consensus that where both the Army and the Navy required the same model of aircraft, the procurement of that model be left to one of the two services, generally that service which had the greater requirements. Attached, marked Exhibit "A", is a summary of the proceedings of the morning session.

3. At the afternoon session the discussion covered largely methods of procurement and contract terms. Uniformity of procedure in the War and Navy Departments was considered desirable, as far as practicable. The various points, particularly write-off for plant expansion, upon which action by the Treasury Department and possibly others will probably be necessary before definite conclusions can be reached, were discussed, and Colonel Volandt and Major Shaw are to attend a conference at the office of the Commissioner of Internal Revenue on that subject this date. Attached, marked Exhibit "B", is a summary of the points covered in the afternoon session of July 2, 1940.

4. Additional copies of notes of the afternoon conference, with the names of those present, are attached marked Exhibits "C" and "D".

4 Incls.
Exhibits "A", "B",
"C" and "D"

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July 2, 1940.

PRESENT: Dr. George Meade
General Arnold
Colonel Echols
Lt. Col. Kenney
Captain Kraus
Paul Johnson
T. P. Wright
A. Lombard
Major E. M. Powers
Majof F. P. Shaw
Capt. A. Johnson
Major Langmead

1. Captain Kraus - To provide Army 25 copies of Executive Order regarding basic procedure for expansion of facilities, reference Section 4 of 9822.

2. Dr. Meade- Items for Discussion:

   a. Program
   b.
   c. Joint Purchasing
   d. Plan Expansion Financing

3. T. P. Wright - Table I, Army Airframe Requirements - Is it satisfactory without change?

4. Col. Echols program:

Boeing B-17	512
Consolidated B-24	408
	920

5. General Arnold - Is it reasonable to load Consolidated with twice the burden of Boeing?

6. T. P. Wright - The floor space expansion and personnel expansion required are:

	Floor Space	Personnel
Boeing	2.8	5.4
Consolidated	4.1	7.4

7. T. P. Wright - Recommends increase load on Boeing from 546 to at least 600 to equalize load on Boeing & Consolidated.

EXHIBIT "A" (Prepared by Maj. Langmead)

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8. General Arnold - There are at least 150 heavy bombers headed for reserve.

9. Kenney - Can we take delivery of the last 80 between April and June 1942.

10. General Arnold - Yes. (To the above question.)

11. Gen. Arnold - Will the revised schedule interfere with getting equipment to squadrons (46 + 320 for Consolidated).

12. Gen. Arnold - We must have 480 heavy bombers delivered by February 28, 1942.

13. Dr. Meade - Is there any tactical advantage of one type over the other.

14. Col. Echols - Yes. The B-24 is a little more effective.

15. Gen. Arnold - Is the tactical advantage sufficient to justify an unequal distribution of load?

16. Col. Echols - We should get one type of ship from Douglas for light bomber and Army Reconnaissance. Recommended we consider A-20 only.

17. Gen. Arnold - Consider A-20 for light bomber and Army Reconnaissance. This improves engine load distribution.

18. General Arnold - By March 1, 1942 we must have with the organizations:

Heavy Bombers	480	
Medium Bombers	413	
Light Bombers	320	
Pursuit, 1-engine	1,516	
Pursuit, 2-engine	198	
Reconnaissance, Army(2-Eng.)	169	(A-20)
Observation, (1-eng.)	461	
Transport	250	
Amphibian	66	
Total	3,873	

19. Gen. Arnold - (Decision on Observation, C & D, 1-engine.) We do not need 1,489, 2-engine C & D or Army Reconnaissance airplanes like A-20A's, by April 1, 1942. We can use 500 A-20 and 539 O-52's.

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7-2-40

20. Col. Echols - The distribution of business between Curtiss, Bell and Republic is reasonably satisfactory.

21. T. P. Wright - Is the Army buying 200 dive bombers or will it secure same number through the Navy.

22. Dr. Meade - Money will not be available for two or three weeks. The RFC will make loans prior to actual placement of orders.

23. Gen. Arnold - We need two groups of dive bombers - say 150 airplanes. 100 will probably be enough. The Navy has options which could provide that number. It appears reasonable to get the Army airplanes on the Navy contract.

24. Dr. Meade - Does the number of dive bombers stay at 200?

25. Gen. Arnold - No. Make the quantity 78 and order on the Navy contract. Subtract this 78 from the number of light bombers to make the total 999.

26. T. P. Wright - Lockheed seems to be very lightly loaded. Can the Lockheed transports be used?

27. Col. Echols - The Hudson bomber and Lockheed transport are not useful in air programs.

28. Gen. Arnold - Let Lockheed expand to do subcontracting on Douglas transports.

29. Gen. Arnold - Use the Observation C & D (1-eng.) as the elastic quantity in the program.

30. Gen. Arnold - We should accept P-44 airplanes without leakproof tanks until Republic can redesign their airplane to include them.

31. Col. Echols - Kellet wants us to take P-43 (P-35 & turbo) until he can get the P-47B engineered and in production.

32. Dr. Meade - Is the P-39 a proven airplane?

33. Col. Echols - Several of our airplanes are not proven. The P-39 is one of them. We are flying a P-39 at Wright Field. The P-38, B-24 and B-25 are not proven.

34. T. P. Wright - Should Douglas stop development on 4-engine transports, DC-4 and DC-5, and freeze commercial transports at the DC-3.

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35. Gen. Arnold - We do not need additional development on transports as much as we do on tactical types. We can use the DC-3.

36. T. P. Wright - Can the Army use Douglas transports in lieu of Curtiss-Wright as Curtiss (St. L.) is overloaded.

37. Col. Echols - The CW-20 is better for transport of engines in the Carribean area.

38. Gen. Arnold - We need, by March 1, 1942, only 250 transports which can be secured from Douglas. The CW-20 can follow with delivery later.

39. Gen. Arnold - We need two kinds of ± 2-engine advanced trainers - one for training pilots alone, the other for training combat crews - the two types will have different characteristics.

40. Kenney - By October 1941 Vultee will be short 1,000 BT-13s of meeting our requirements.

41. Col. Echols - R-975 and R-985 engines are more critical than airplanes.

42. Dr. Meade - Suggests orders be placed for program "A" with funds on hand with options provided for program "B".

43. Dr. Meade - How can joint purchasing be accomplished? Should not one service deal with each facility for the requirements of both services?

44. Gen. Arnold - We have been doing that.

45. Capt. Krause - The service with the larger requirement or the first large requirement should place the order.

46. Gen. Arnold - For all major items, airplanes and engines. Propellers may have to be handled separately.

47. Dr. Meade - One service will deal with each manufacturer.

48. Dr. Meade - Two methods of expanding plants:

    a. With Department funds.
    b. With RFC loans.

Should all small expansions be Accomplished with Army & Navy funds - say up to $250,000.

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49. Dr. Meade - Any facility expansion which is to be an integral part of an old plant must be accomplished with company funds. If we are to provide government funds the plant additions must be in a separate unit.

50. Dr. Meade - NAC is dealing with Treasury and aircraft manufacturers to recommend to the Treasury Department the items which should be included as cost elements in determining profits under the Vinson-Trammel Act.

51. Dr. Meade - Three financial situations:

    a. RFC loan for expansion.
    b. Company funds for expansion.
    c. Expediting charge for expansion (department funds.)

52. Col. Echols - Expediting charges for other than construction costs for expansion.

53. Dr. Meade - Acceleration charges should be included as an item of cost and not as a separate charge like cost of new construction.

54. Col. Echols - Must we ask the manufacturer to defend unit costs by breaking down the elements of cost?

55. Holland - You must show the Assistant Secretary of War the justification of prices if they are higher than old prices.

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EXHIBIT "B"

1. Liquidated Damage Clause.

It was the concensus that incorporation in contracts for aircraft and accessories of liquidated damage clauses had proven expensive in the past; that provisions of the ordinary contract form (Article 5, Standard Form No. 32) give the Government considerable protection; and that with the authority contained in two recent Acts of Congress (H.R. 9822 and H.R. 9850) to require that priority be given to Government orders, elimination of liquidated damage clauses will probably facilitate contracting and reduce cost, without danger that the Government interests will suffer.

2. Cost Accounting.

One of the present bars to negotiation of contracts is the fear of contractors that the reduced percentages of profit allowed under the Vinson-Trammell Act, as amended, will subject contractors to loss. It was the concensus that if the present unified system of accounting used by the Army and the Navy were adopted, with possible slight amendments, and concurred in by the Treasury, the closing of contracts would would be facilitated. In any event, Treasury regulations should be liberalized, and concurrence by the War, Navy and Treasury Departments in the elements of cost to be allowed will be necessary.

3. Terms of Contracts.

Present clause on termination of contracts authorized by Army Regulations appears to represent substantially Navy practice, and is satisfactory, with the possible exception of those cases in which plant expansion is involved. The Judge Advocate General has recently approved an addition to this clause for use where the contractors assume the cost of plant expansion to be charged off against the particular contract. The exact nature of the additional provision to be used, however, in cases where the cost of expansion is to be amortized over a longer period than covered by one contract, would have to be decided after the contention of the Treasury as to the application of H.R. 9822 and the Executive Order of June 29, 1940 is determined. This will be discussed at the office of the Commissioner of Internal Revenue this date.

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4. Options.

Short term options are considered desirable and long term options undesirable. The Navy has followed the Army form of contract in this respect and it is considered satisfactory.

5. Escalator Clause.

An escalator clause will be necessary, and while there are some objections to the present Navy clause, uniformity in this respect is considered desirable and Major Holland has agreed to recommend its use to the Assistant Secretary of War.

6. Patents.

There has always been a difference of opinion between the War and Navy Departments as to the advisability of securing patent and reproduction rights, due, among other things, to differences in policy as to competition. It was the concensus that each service could use its usual procedure and contract terms in this respect without difficulty.

7. Plant Expansion.

a. It was the concensus that authority to write off against the first contract the cost of new tooling and facilities in the amount considered normal would be desirable and facilitate contracting. 5% of the contract price was suggested as the appropriate limit, such costs not exceeding that amount not to be considered "special additional equipment and facilities", under the Executive Order of June 28, 1940. This matter will be taken up with the Commissioner of Internal Revenue to be held this date.

b. It was the concensus that where plant expansion in any large amount is involved, the agreements relating thereto should be separated as far as possible from contracts for the procurement of aircraft and accessories. No definite conclusions in this respect can be made pending indication of the procedure to be followed by the Treasury Department under Executive Order of June 29, 1940, and possibly the procedure to be followed by the Reconstruction Finance Corporation.

EXHIBIT "B" (Prepared by Maj. F.P. Shaw)

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COPY

July 2, 1940

PRESENT: Colonel Volandt
Major Holland
Major Shaw
Major Langmead

1. Shaw - Introduction of liquidated damage clause in contracts does not speed up deliveries and actually raises costs 5 to 10%.

2. Conclusion - Penalty payments should not be included.

3. Volandt - We should get the Navy and Treasury Department to agree to abide by our unified system of accounting.

4. Holland - Treasury regulations should be liberalized.

5. Shaw - Our present termination clause may be satisfactory. If it is not satisfactory to the contractor the clause may be stricken out and reliance placed on the general law, which permits termination on a negotiated basis.

6. Options. Shaw - We approve of short term options and oppose long term options.

7. Escalator Clause. Shaw - Air Corps prefers Navy clause. Holland - The OASW objects to Navy clause and prefers one written in the OASW. This one does not provide for raise of price in materiel - does apply for rise in labor cost. Shaw - Since the two services are to be dealing with industry should not one escalator clause be used. Shaw - We need an escalator clause on materials.

8. Holland - The labor clause is prepared. The clause on materials will be prepared.

9. Volandt - Recommends the use of the cross license agreement of the aircraft manufacturers association until special situations demand special action.

10. Shaw - The Air Corps should get the Treasury to grant manufacturers permission to charge off 5% of the contract price to tooling applicable to the current contract and charge it off against the contract of 1 year.

EXHIBIT "C" (prepared by Maj. Langmead)

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11. Holland - Recommends the NCD consult with the Treasury to determine -
    a. The normal rate of property write off.
    b. The ability of a manufacturer to write off small charges against a single contract.

12. Holland - Recommends that the contract for plant expansion and purchase of airplanes be considered separately. It is recommended that the Treasury be urged to exempt from the classification of "special" equipment and facilities as defined in paragraph 6 of Executive Order June 29, 1940, any equipment and facilities acquired at a cost not in excess of 5 per cent of the contract price providing this rule will not be applicable where the 5% of contract price exceeds $250,000.

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July 2, 1940

PRESENT: Dr. Meade
Colonel Volandt
Major Shaw
Major Holland
Major Langmead
Capt. Kraus
Capt. Fulton
Mr. E. J. Gorman

1. Cost Elements

In	Out	Indefinite
	Entertainment	Interest

(Gorman) Orton and Middleton are in agreement, hence Army and Navy joint audits are possible.

(Kraus) The Treasury is also in agreement.

2. Penalties: Not effective

(Meade) We must insure that the government is properly safeguarded.

(Shaw) The ability of the government to withhold partial payments and restrict exports does provide adequate safeguard to its interest.

3. Termination

(Meade) This is only important where the facility is putting up its own plant capital.

(Shaw) The Boeing company has agreed to put up a 1.5 million addition on a 30.0 million contract, using a termination clause prepared by Shaw. The plant is predicated on 100% amortization on the one contract.

(Meade) We need two standard termination agreements. One to cover the RFC loan situation, the other for the situation, where the contractor provides his own capital for plant expansion. The first will cover work in process only. The other will cover work in process and plant expansion.

(Meade) Asks that Navy review the Army clauses. Also asks that Shaw prepare a statement of policy to present to the Treasury re amortization of 5% of total contract cost over the period of the contract.

4. Options

(Meade) The Navy clause is substantially a copy of the Army clause.

EXHIBIT "D" (Prepared by Maj. Langmead)

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5. Escalator Clause

(Corman) Not sufficient data on labor costs or material costs to use the escalator clause to adjust prices.

(Holland) Army prefers to adjust the cost to wage changes in the locality of the specific plant. Cannot tie aircraft costs to heavy industry indicies.

(Shaw) The Navy clause permits the substitution of any index which is satisfactory to both parties.

6. Patents

(Kraus) The Navy does desire to continue to secure reproduction rights.

(Echols) The Army does not desire to secure reproduction rights.

(Echols) In negotiated contracts the patent and reproduction rights do not influence the situation.

(Holland) Proposes that the service writing the contract use its own patent and reproduction practice.

7. (Echols & Holland) Mr. Johnson will present to Meade for consideration of the Council of National Defense a memo asking that no letter be sent to the Army on the authority to negotiate contracts (refer letter: President to Secretary of Navy dated June 29, 1940).

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Government Funds			Private Funds
Air Corps Funds	RFC Loan	Air Corps Funds	Company Funds
Title to Grant	Title to Co.	Title to Company	Title to Company
Company Mngmnt.	Company Mgmt.	Company Mngmt.	Company Mgmnt.

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121.2
Estimates. FY 1941 - [illegible]

(9) WEF/cpc

April 6, 1940.

MEMORANDUM FOR: The Chief of Staff.

SUBJECT: Airplane Procurement, F.Y. 1941 Estimates.

1. The current Air Corps Expansion Program was so drawn as to include therein many airplanes which were procured prior to the outbreak of the present European war. As a result of our limited experience gained from this war, and the improved performance which can be obtained from airplanes now available, it must be realized that a majority of the airplanes procured prior to the Expansion Program are obsolete in point of fact even though they have not reached their expected life. Although these airplanes are not suitable as combat equipment for our tactical units, they must be continued in use for training and miscellaneous uses. The procurement of new models of airplanes becomes necessary to make replacements and also to keep abreast of developments. This will continue to be true as long as the technical advances in the art are such as to render airplanes obsolete with each such technical advance. The War Department has recently announced a policy which provides for taking advantage of necessary replacements to secure modern aircraft.

2. Upon the announcement of the new policy concerning sales to foreign governments, a careful study was made to determine how many airplanes previously recommended for procurement with F.Y. 1941 funds could be safely deferred. The results of this study are shown in Tab A, which is self-explanatory. It is to be noted that only one hundred sixty-six (166) airplanes are now recommended for inclusion in the F.Y. 1941 budget instead of the four hundred ninety-six (496) originally included. An explanation of the approach to the requirement for one hundred sixty-six (166) is shown in Tab A. An explanation of cost is shown in Tab B.

3. The pertinent reasons for procuring these one hundred sixty-six (166) airplanes with F.Y. 1941 funds, and an estimate of the cost of the required quantity of each type now recommended are as follows:

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a. Heavy Bombardment (6).

(1) Defense.

These six (6) heavy bombardment airplanes will be needed for replacement purposes. Only the minimum number of such airplanes needed to equip tactical units is provided in the Expansion Program. There is no allowance for maintenance purposes or airplanes absent from units at depots. Although a maintenance reserve is needed, no such reserve has been requested for this type, the number requested being provided to meet replacement requirements.

(2) Cost.

It is estimated that these six (6) heavy bombardment airplanes complete will cost two million forty-six thousand four hundred eight dollars ($2,046,408). For further details of cost see Tab B.

b. Medium Bombardment (66).

(1) Defense.

These sixty-six (66) medium bombardment airplanes will be necessary to replace expected losses which will result through crashes and obsoletion. The B-10, B-12, and B-18 types of airplanes now included in the Expansion Program are in point of fact obsolete at the present time and should be replaced as rapidly as funds can be made available for such a purpose. The number requested (66) is the minimum necessary - any reduction of this number means that tactical units eventually must operate without their quota of airplanes, or they must continue to use equipment which is hopelessly outclassed.

(2) Cost.

It is estimated that these sixty-six (66) medium bombardment airplanes will cost $12,690,513 complete. For further details of cost see Tab B.

c. Pursuit, Interceptor (37).

(1) Defense.

The procurement of thirty-seven (37) of this type of airplane is needed to replace expected losses and to provide replacements for airplanes procured prior to the Expansion Program. These older airplanes are not suitable due to the marked improvements which have been made in performance of newer types of such.

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The European war has accelerated improved performance, and this can be expected to continue. Hence, the number requested has been reduced to a minimum.

(2) Cost.

It is estimated that these thirty-seven (37) pursuit interceptors, complete, will cost seven million one hundred twenty-four thousand nine hundred fourteen dollars ($7,124,914). For further details of cost see Tab B.

d. Transports (6)

(1) Defense.

These six (6) transport airplanes are needed for replacement purposes. There were only two (2) airplanes of this type provided by the Expansion Program for maintenance purposes, which is less than the number normally in the depot for overhaul.

(2) Cost.

It is estimated that these six (6) transport airplanes will cost eight hundred forty-eight thousand six hundred seventy-five dollars ($848,675) complete less Signal and Ordnance equipment.

e. Advanced Trainers (37).

(1) Defense.

These thirty-seven (37) advanced trainers are needed to replace expected losses. No reserve of this type of airplane was provided for in the Expansion Program; hence, replacements for anticipated losses should be procured, as there is no other type of airplane which can be satisfactorily substituted for this type. The lack of these airplanes will mean less efficient flying training with a consequent increased hazard to flying personnel.

(2) Cost.

It is estimated that thirty-seven (37) advanced training airplanes will cost one million four hundred eighty-four thousand six hundred sixty-two ($1,484,662) complete less Signal and Ordnance equipment.

f. Amphibians, L/R (14).

(1) Defense.

There is a definite and immediate necessity for the

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procurement of airplanes of this special type for assignment to foreign stations. These airplanes are necessary for rescue purposes in case our land planes are forced down on the high seas, and for long range over-water flights to determine suitable areas for landplane operations. The Air Corps has no airplanes of this type.

(2) Cost.

It is estimated that fourteen (14) long range amphibians will cost three million eight hundred ten thousand five hundred eighteen dollars ($3,810,518) complete less Signal and Ordnance equipment.

4. It is recommended that the War Department resist the effort of Congress to reduce the procurement of replacement airplanes in the F.Y. 1941 budget below the one hundred sixty-six (166) airplanes listed in Paragraph 3 above.

2 Incls.
Tab A, "Basis for F.Y. 1941 procurement."
Tab B, "Cost of 166 airplanes, etc."

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4-6-40

Cost of 166 Airplanes with Spare Engines, Spare Parts & Ordnance & Signal Accessories

Item	Complete Airplane (less Ord & Sig Acc.	50% Spare Engines	12½% Spare Parts		Total Air Corps Funds	Ordnance Accessories	Signal Accessories	GRAND TOTAL
			Airplane	Engine				
a. 14 Amph.	$ 3,156,594	$ 218,400	$ 339,974	$ 95,550	$ 3,810,518			
b. 6 Trans.	696,000	55,200	73,275	24,200	848,675	$ 64,983	$ 321,271	$ 6,530,109
c. 37 Adv. Trainers	1,184,000	127,800	115,162	57,700	1,484,662			
Sub-Total (57 Airplanes)	$5,036,594	$ 401,400	$ 528,411	$ 177,450	$ 6,143,855	$ 64,983	$ 321,271	$6,530,109
d. 6 Bomb.Hv.	1,554,000	171,000	151,500	77,892	1,954,392	25,104	66,912	2,046,408
e. 66 Bomb.Med.	9,438,000	1,029,600	923,175	450,450	11,841,225	113,256	736,032	12,690,513
f. 37 Pur.Int.	5,143,000	680,800	473,137	294,400	6,591,337	409,590	123,987	7,124,914
Sub-Total (109 Airplanes)	$16,135,000	$1,881,400	$ 1,547,812	$ 822,742	$20,386,954	$547,950	$ 926,931	$21,861,835
GRAND TOTAL (166 Airplanes)	$21,171,594	$2,282,800	$ 2,076,223	$1,000,192	$26,530,809	$612,933	$1,248,202	$28,391,944

Tab B

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Supply and [illegible]
misc. documents from M+S.

144.061
1941-45

Minutes
Conference re Supply of Petroleum

P.R.C.

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Supply and misc. cancl.'s
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MINUTES OF CONFERENCE

OF AIR CORPS DEPOT TRAINING OFFICERS

Patterson Field

Dayton, Ohio

* * *

September 3-4-5-6, 1941

P.R.C.

Lt. Col. C. C. Nutt, Chairman

Major H. D. Butler, Vice Chairman

Mr. Earl Brooks, Secretary

Mr. George Sanders, Advisor

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Group in Attendance

F. A. D.--	**Designation**
Estabrook, Col. M. G., Jr.	Commanding Officer
Baumgardner, Capt. C. C.	Assistant Engineering Officer
Hollis, R. E., Capt.	Director, Engineering Shop School
Newhall, W. V., Capt.	Chief Engineering Officer
Conrad, K. Dean	Chief Civilian in Charge of Instruction
McGinn, L. S.	Junior Property & Supply Officer
M. A. D.—	
Lundberg, G. G., Lt. Col.	Commanding Officer
McDonald, T., Major	Engineering Officer
Pelton, H. A., Capt.	Assistant Engineering Officer
Wright, D. W., Lt.	Depot Supply School Officer
Evans, Raymond F.	State Coordinator
Rhoads, Chauncey W.	Civilian Assistant
Snavely, Stewart	Civilian Supervisor, Depot Supply - School
Mo. A. D.--	
Parker, James E., Lt. Col.	Engineering Officer
O. A. D.—	
Minty, R. J., Major	Engineering Officer
Minty, C. C.	Training Officer
S. A. D.—	
Dech, K. W., Lt.	Officer in Charge of Engineering Training
Woolley, William F.	Supv. of Pre-employment Training
S. A. A. D.—	
Economy, A. T., Major	Training Officer
Martin, Morris, Lt.	Civilian Employment Officer
Henry, E. K.	Civilian Assistant to Training Officer

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Wright Field—

Hoorn, Frederick W., Lt. Col.	Signal Corps Film Training Unit
Nutt, C. C., Lt. Col.	Maintenance Command
Miller, F. H., Major	Chief Personnel Branch, M. C.
Ransom, A. K., Major	Signal Corps Film Training Unit
Hickson, Paul D.	Maintenance Command
Merritt, W. G.	Maintenance Command
Ogden, Mr.	Assistant Manager
Shoemaker, Donald E.	Maintenance Command
Wright, J. F.	Manager

Name	Designation	Address
Butler, H. D., Major	Chief Training & Placement	O. C. A. C.
Brooks, Earl	Chief of Training Unit	Civilian Personnel Division, O. C. A. C.
Dewey, W. E.	Asst. State Director, Defense Training	Salt Lake City, Utah
Gunderson, Howard	State Director Industrial Education	Salt Lake City, Utah
Hartman, Paul	State Director Defense Training	Columbus, Ohio
Sanders, George S.	Special Representative	U. S. Office of Education, Washington, D. C.
Ward, Cecil M.	Director, Vocational Education	Mobile, Alabama
Williams, Edward L.	Director, Industrial Education	College Station, Texas
Williamson, Fred C.	Asst. State Supervisor Trade & Industrial Education	Mobile, Alabama

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MINUTES OF CONFERENCE

Wednesday, September 3, 1941

Colonel Estabrook, Commanding Officer, F. A. D., opened the conference by explaining the need for training and the difficulties which may be experienced in giving it, because of the need of tools, equipment, and space for production in the next six months or a year, allowing little time for training. He pointed out that it is difficult to obtain sub-bosses and other "key personnel," and, with the necessity of sending "key men" to the Sub-Depots and other Depots, training becomes even more imperative.

Status of Training at the Various Depots--

F. A. D.: Captain R. E. Hollis, Director of the Engineering Shop Training School, explained that the training at F.A.D. is still in the formative stage. The training was formally organized June 28, 1941 after several training programs were in operation.

A series of foremanship-improvement conferences have been conducted by a professor from the University of Cincinnati. Emphasis has been placed on giving intensive training in individual skills, and there has been insufficient time for an apprenticeship program. Job analyses will be developed in the various departments. It is believed that these analyses will be helpful in making the training more systematic and effective.

Approximately 1,450 employees are in training. Two hours each day are spent in class instruction or actual training in the shop on the job; approximately 90% of the instruction is given on the job. Difficulty has been experienced in obtaining adequate space and sufficient equipment and tools for training.

Considerable attention is being given to the use of visual education as a training device. On the staff of the Training Officer there is a visual education specialist. In cooperation with the Signal Corps at Wright Field, a film has been developed illustrating the detailed procedure of removing the propeller from the P-40 airplane. Other films and film strips are being developed.

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The N. Y. A. is cooperating in supplying learners for the Depot. Approximately 170 boys from a nearby resident center are working in the Depot during the day and receiving supplementary training in the evenings. This training is sponsored by the vocational schools.

New employees are given an orientation training course including discussion of Civil Service procedure, the organization and functions of F. A. D. and its various departments, training in safety and related matters.

M. A. D.—

Captain H. A. Pelton, Assistant Engineering Officer, explained that the training at Middletown can be classified as follows:

1. Training of new employees in the General Helpers' Designation
2. On-the-job training of N. Y. A. students
3. Apprentice training

The bulk of the training is of General Mechanics' Helpers. Training is based on the following policies:

1. All training is accomplished in the Engineering Department.
2. The training is a combination of approximately 40 per cent specialized courses, applicable to the trade, and 60 per cent on-the-job training.
3. The bulk of the formal training is for inexperienced employees with plans for upgrading them through experience and training.
4. The training is based on a specialization of jobs.

The training was begun in February, 1941. Trainees were obtained from Civil Service registers of General Mechanics' Helpers who had had six months or more experience in a mechanical trade. Those certified were interviewed in the Training Section and assigned to various departments. "Key men" were designated as instructors.

The next step was to outline courses of training, obtain training material, establish schedules and provide pay for the extra time the

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instructors give to training. Progress reports were set up to determine the progress of the individual and of the trainee. These reports are used as bases for making promotions, transfers, discharges and deferments.

Twenty-two hundred new employees are being trained by 188 instructors and, by October 1, the new employees will have mastered the fundamentals of the work and will then be performing production work. Two thousand men will be employed to replace those graduating in October.

The training is divided into 16 major trades and in several cases these trades have been broken down into specialized jobs. In organizing the courses, the most helpful source of information was found to be the experience of the "old timers." The Air Corps Technical Manuals and Technical Orders were found to be excellent basic text books, but difficulty was experienced in obtaining them. Mock-up installations of electrical, hydraulic and instrument equipment were developed and found to be very helpful. Most of the training is given on the job.

It has been found that the most desirable length of training is four months, which includes 160 hours of specialized training, 64 hours of training in blue print reading, 48 hours of training in related matters and 544 hours of production-on-the-job training.

Production has shown very little decrease because of training. On a three-shift basis, 3000 Juniors can be developed in four months. Specialized training is being established for Flight Test, Inspection, and Trouble Shooting. This training requires at least six months. "Key men" are also being developed for the Sub-Depots--one having been established at Bolling Field.

An apprentice program is in effect to develop the supervisors whom the Air Corps will need in the future. Approximately 1,000 hours of classroom study is augmented by on-the-job training. At the end of the apprenticeship the man is not only qualified as a Journeyman, but has also received training in supervisory duties.

Lt. D. W. Wright, Depot Supply School Officer, discussed the training being carried out in that Depot. On July 7, 1941 this school was established under considerable difficulty, because of

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inadequate classroom facilities which were later corrected by the construction of two temporary school buildings—each with two classrooms with a capacity of 50. The classes are limited to 22 each with a total of 250 in attendance at present. Some of these men are being trained for Mobile and the Sub-Depots. Subjects include Technical Orders, Warehousing, Warehouse Forms, Storage and Binning, Tool Crib, Clothing (Care and Storage), Safety Precautions, Receiving, Aircraft Engine Spares, Stock Record Procedure, Materiel Division, Blueprint Reading, Packing and Shipping, Airplane Parts, I. and I. (government articles which, due to wear and tear, have become unserviceable and must be destroyed), Aircraft Instruments, Paints, Oils, Fuels, Aircraft Engines, Rubber Goods, Storage, Electrical Parts and Equipment, Starters, Plugs etc., Propeller Records, Office Equipment, Aircraft Instruments, Office, Engine Records and Reports and Aqua System.

Personnel records are kept on each of the trainees, showing his assignments, test records and remarks of supervisory personnel.

Mo. A. D.—

Lt. Col. J. E. Parker, Engineering Officer, described briefly the problem which Mobile faces in obtaining sufficient "key men" to carry on the production and training program. At present the buildings have not been completed nor does he have any foremen or other "key personnel."

O. A. D.—

Major R. J. Minty, Engineering Officer, explained that at present Ogden has no engineering shops. Most of the training is being conducted in vocational schools. The schools have been very cooperative in assisting in the making of occupational analyses.

Mr. C. C. Minty, who has been at O. A. D. since June, 1941 (and who will be commissioned as a Major September 18 to be in charge of the Depot training program) discussed in some detail the training program.

Very little equipment is available for instructional purposes, and there is no reservoir of skilled labor in Utah. Courses of study have been developed, and training is now being conducted in the Vocational Center at Salt Lake City, Weber College, Ogden and the Utah State Agricultural College, Logan. Approximately 100 are receiving training at these places and can be hired as Mechanics' Helpers and, with a short period of shop experience, can be qualified as Juniors. The learners obtain some

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experience at the Bombardment Squadron in Salt Lake City, Utah. For several months the personnel will be greatly overweighted with Mechanics' Learners and Helpers. The broader training and experience will be delayed until the Depot is in comparatively full operation, with provision for broadening and upgrading training later. A system of records has been developed—copies of which were distributed to the training officers.

An instructor training program is being carried on by the State Director of Defense Training. An Orientation Manual and a Depot Supply School Manual have been prepared.

S. A. A. D.—

Major A. T. Economy, Training Officer, explained the program and distributed several detailed, written descriptions of training activities at S. A. A. D. Because each training officer received copies of this material, it is not repeated in this report. Reference is made to the report of August 27, 1941 on the Status of Civilian Personnel Training at S. A. A. D. which outlines in detail Major Economy's discussion.

S. A. D.—

Lt. K. W. Dech, Officer in charge of Engineering Training, explained the program at S. A. D. and distributed copies of the main points of his talk. Because the training officers have received this paper, details are not given here.

Occupational Analysis—

Mr. George S. Sanders, special representative of the United States Office of Education, reviewed the work which has been done on occupational analysis in the Depots and distributed copies of the resume entitled "Job Analyses in Air Depots." It was pointed out that considerable work has been done, that all the analyses were in different form, and that there is need for more uniformity.

In conference, conclusions were reached as to the reasons for making occupational analyses, which were as follows:

1. To determine what the specific jobs or operations are which the workman does in an occupation.

2. To determine what knowledge and information of a technical nature the workman must have in order to do the job correctly.

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3. To determine the requirements of the job.

4. To determine the safety elements involved.

5. To determine the length of time required to learn the operations or jobs.

6. To determine the tools and equipment needed for training.

7. To determine what to teach.

In discussing the content of occupational analyses, the group suggested the following:

1. List objectives.

2. List jobs which are to be learned.

3. Analyze each job into operations (according to T. O.'s).

4. List tools and equipment necessary to do each job.

5. Include Technical Orders when desirable or necessary (check compliance with T. O.'s).

6. Include technical information and information on safety.

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Thursday, September 4, 1941

Mr. Sanders continued the discussion of occupational analyses and pointed out that the skilled employee himself is best qualified to describe his job. Certain occupations such as instrument mechanic and propeller mechanic can be analyzed into specific jobs which the learner must learn how to do; other occupations such as machinist and sheet metal worker must be analyzed by operations because in such cases the learner must learn operations, as there are no definite specific jobs which all learners do.

The group decided that the form of analyses used at Ogden was best suited for the needs of the Depots. Unanimous approval was given to this form and it was suggested that it would be well to supplement it with illustrations and photographs.

The group concluded that the following procedure should be followed in making the occupational analyses.

1. As analyses are made by each Air Depot, the list of jobs should be sent to the Chief, Maintenance Command who, in turn, will send them to all Depots for comments and recommendations. It was emphasized that the Depots should go ahead with what they are doing on analyses in the meantime.

2. Each Air Depot should continue their analyses by analyzing each occupation into jobs or operations with references to operation sheets and information sheets; also these sheets should be made as for the Ogden propeller analysis, and copies sent to Maintenance Command as soon as each job has been written up.

3. The completed analyses will be reviewed, edited and compiled at Maintenance Command and sent to all Depots.

4. All Depots are now to send in a list of the analyses they are making with a complete list of jobs and whatever other material they may have and any new material as it is developed.

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5. Air Depot occupations will be assigned to each Depot to analyze. (Col. Nutt appointed a committee composed of training officers with Major Minty as Chairman to list these occupations and suggest assignments).

6. Each Depot is to make a suggested plan for grade promotions including standards for each class of position, for each of the analyses which they make, and send this plan to Chief, Maintenance Command, who will refer it to other Depots for comments.

Tests and Measurements for Promotion--

Mr. Sanders distributed copies of a resume of his presentation. Because of the urgent need for large numbers of "key men," it is highly important that upgrading be accomplished as effectively and rapidly as possible in order to provide systematic systems of advancement. It was brought out that it is necessary to have (1) Standards for the various classes of positions; (2) Continuing complete records of employees' training, experience, performance and related factors.

It was pointed out that a systematic method of promotion provides incentive for men to acquire additional knowledge and skills, maintains and improves morale, minimizes labor turnover, speeds up learning, and minimizes employees' grievances. In the discussion, it was recommended that a competitive system be established for filling positions in the class of Junior and higher.

Factors involved in promotion were concluded to be: (1) Determine, through examinations, the employee's knowledge of technical data. (2) Examinations should be as objective as possible. (Objective tests were defined as those in which there is one and only one specific answer, not subject to opinion). (3) Examinations should be conducted by the Training Department in cooperation with the foremen. (4) Examinations should be made out and administered by each Depot. (5) Tests should include "doing ability" and should be practical.

The group concluded that things to be determined before promotion are: (1) The breadth of experience which an employee has had. (Time factor not to control). (2) Recommendations from supervisory personnel. (3) How the employee performs practical work. (To be determined by progress and inspection reports and/or tests on specific pre-determined jobs.) (4) If the employee has the technical knowledge required. (To be determined by objective examinations.)

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The weights given to the above factors will be dependent upon the class of position to which promotion is being made.

There is needed a more complete and uniform record of employees considered for promotion, especially when such promotion involves the transfer from one Depot to another or transfer from Sub-Depot to Depot.

Curriculum, Equipment and Textbooks--

Mr. Raymond F. Evans, Coordinator of the Pennsylvania State Vocational Education Department, discussed the problems of curriculum, textbooks and equipment. He pointed out that at M. A. D., it was necessary to prepare large numbers of employees in a minimum of time, requiring systematic instruction organized to train and develop workmen to perform specific jobs. For this reason it was necessary to plan a curriculum which would include the manual operations and skills required, along with the necessary related information in mathematics, blue print reading and technical subjects. In organizing a curriculum, flexibility was emphasized in order that a wide latitude be provided for the development of each individual's capacities and abilities. In the curriculum for training General Mechanics' Helpers, it was so arranged that the training could be based on the employee's background with a minimum of repetition of what he already knew and so-arranged that he could progress as rapidly as his individual case merited. Most of the on-the-job training is planned by the instructors in cooperation with the Training Department and course outlines have been prepared for the sixteen major trades and their component parts.

The curriculum includes instruction in mathematics for machinists, engine repairmen , electricians, sheet metal workers, aero repairmen and instrument repairmen. This course is divided into the following six units: (1) Whole Numbers in Shop Work (2) Common Fractions in Shop Work (3) Decimal Fractions in Shop Work (4) Applied Ratio and Proportion (5) Linear and Area Measurement of Plane Figures (6) Volume Measurement of Common Solids and Angular Measurement.

Each unit is divided into occupations and trade applications as they apply to the different departments. The last of each unit applies, as far as possible, to trade operations in the respective departments.

The curriculum in blue print reading is arranged so that all General Mechanics' Helpers receive the elementary phases. Seven units

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are on shape description, one on size description and one on application. The advanced phase is broken down into courses for specific departments and based on working drawings out on the job in these departments. Advanced courses are now available in Machine Shop and are being duplicated for Sheet Metal and Aero Repair.

There is a Sheet Metal Theory Course which is given men in that department two hours per day for a period of four months.

The curriculum in the Engine School is designed to teach employees to disassemble and assemble engines, including the consideration of the theory and underlying principles of engine repair and overhauling. The curriculum includes courses for foremen, clerks, guards and firemen. It is being used for 2200 new workers and also 2000 in other categories such as Juniors, Journeymen and Seniors.

The Apprentice Curriculum provides for training in the basic trades pertaining to airplane maintenance. The new apprentice is introduced to various trades on a six-month probationary period and then is assigned to a trade for basic training. Practical assignments are made by the foremen of the departments through progress charts. The set-up of courses follows: (1) Aerodynamics (2) Engines 1, 2, 3, 4 (3) Mechanical Drawing and Blueprint Reading 1, 2, 3 (4) Industrial Materials (5) Electricity 1, 2, 3, 4 (6) Mathematics 1, 2, 3, 4 (7) Sheet Metal 1, 2, 3, 4 (8) Physics 1 and 2 (9) Planning (Dept. Forms) (10) Pre-Foremanship 4 (11) Technology (Time and Motion Study 4).

Equipment used for training consists, first, of that which is standard to each department and used for production and, second, that which is set up specifically for the school. Because most of the training is given on the job, little additional equipment is necessary for instructional purposes. This equipment consists mostly of demonstration and mock-up boards. The airplanes have been found to be the best equipment for training. A special piece of equipment for training purposes is a large micrometer board which is used to teach precision measurements and decimals. An opaque projector is used to good advantage in classroom work. It is expected that further use will be made of training films and other visual aids at M. A. D.

Four buildings, each with two classrooms 30' x 60', are used for teaching related subjects.

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Textbooks are being developed at the Depot, using as source material Technical Manuals, Technical Orders, Manufacturer's Manuals and experiences of the men. A Multilith press, camera developing equipment, plate producing machine and mimeograph machine are available for use in making these texts.

A series of pictures showing engine parts and accessories are being used in the training. Handbooks for machinists, blue print reading, photographical and optical instruments, gyro instruments and other fields have been or are being developed at M. A. D. A handbook on orientation is also being developed. The Technical Library is being used to a good advantage in providing training material.

Engine School at M. A. D.--

Mr. C. W. Rhoads who is in charge of the Engine School at M. A. D. explained briefly the program in effect for the training of General Mechanics' Helpers in Engine Assembly and Disassembly and Engine Theory. This training lasts from 300 to 400 hours on an eight-hour a day basis. Approximately 500 have completed the training.

Buildings--

Lt. Col. C. C. Nutt of the Maintenance Command explained that pre-fabricated buildings are available on short notice. These buildings are 24' wide and available in any length. Details can be obtained from Captain M. B. Hahn.

Films and Visual Education--

Lt. Col. F. W. Hoorn, Signal Corps Film Training Unit at Wright Field, explained that that unit is now making training films and, by using 25 per cent of its facilities, could produce 200 reels of film a year. Distribution has been a problem but a system is being established for making this more effective. Training films can be obtained through the Logistics and Publication Branch, Maintenance Command from Lt. Col. C. P. Kane. The Maintenance Command will

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welcome suggestions concerning subjects on which films might be made. Major A. K. Ransom of the Signal Corps Training Unit advised the training officers to get films in advance and review them and see how they fit into the training program rather than showing films to fill in time. He emphasized the importance of favorable physical conditions for the showing of films.

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Friday, September 5, 1941

Mr. Edward L. Williams, Director of Industrial Education, Texas A. and M. College, led a discussion on foremen and supervisory training. Through conference, it was developed that training is needed for supervisory groups in order that they can (1) handle other men; (2) plan jobs; (3) teach others; (4) keep up morale; (5) provide for safe working conditions.

Foreman training has been given or is being given at S. A. A. D., F.A.D., S. A. D., and M. A. D. At M. A. D. conference technique is being used with the Engineering Officer or Training Officer leading the conference. The men attend partially on their own time and partially on government time. At S. A. D. the representative of the State Department of Education led a series of conferences from 2:30 to 5:30 p.m. twice a week partly on government time and partly on the men's time. At the completion of those conferences the training has been continued by the Training Department. At S. A. A. D., Mr. Williams, as a representative of the Texas Vocational Department, conducted conferences for Foremen and Seniors. These conferences were for twelve hours, meeting three times a week for two hours each and one group met twice a week for three hours.

Mr. Williams pointed out that two hours is the most desirable length of time for a conference. It was also brought out that conferences are far superior to lectures as foreman training devices. Mr. Williams stated that sending out mimeographed and printed material had little training value in itself, unless closely related to conferences. He advised against "telling" the men, but instead advocated "pulling" the answers from them. Visual aids are used to good advantage in training foremen--the notes being placed on the blackboard or on blank news print paper with crayon.

Throughout his conferences, Mr. Williams emphasizes cooperation, which he defines "To so conduct yourself that others can work with you." In explaining his procedure, Mr. Williams listed the following topics which are used in the conferences: (1) What is a foreman?) (2) What are his responsibilities? (3) What are the faults of foremen?

Problems for consideration include: (1) How far should foremen go in being friendly with his workmen? (2) What to do with men who

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don't give a "damn". (3) What to do with men who won't assume responsibility for their work? (4) What should be considered in recommending men for promotion? (5) How to handle new men. (6) The psychology of handling various types of men. These subjects were broken down under three headings: (1) Indications of the problem; (2) Possible questions; (3) Possible remedies.

Mr. Williams advised grouping men of the same occupational level, thereby insuring better discussion. He attempts to get the men to present problems and to solve these problems. It was explained that the conference method is for developing thinking to meet problems in the future. A diagram was placed on the board showing that a conference has the following steps: (1) Spot the problem; (2) Collect the facts; (3) Consider and sift these facts; (4) Plan; (5) Put into effect.

The conference method is not used to tell or inform; it can't be used for training inexperienced men. Mr. Williams made available minutes of the Foreman Conferences which he conducted at S. A. A. D. He showed a film strip, "The Right Medicine"--how to reprimand subordinates.

Visual Aids--

Mr. R. D. Conrad, Civilian in Charge of Instruction at F. A. D., arranged for the showing of several training films, including "The Removal of the Propeller from a Curtis P-40 Airplane," "Maintenance of Hydraulic Systems," and "Unpacking of 1820 Wright Engine." A film strip was shown concerning aircraft engine carburetors. These films were developed by the Signal Corps at Wright Field. In addition, a German film was shown concerning the training of parachute troops.

Considerable interest was shown in these films and the Depots are interested in using them and arranging for the making of others. A list of available films was distributed.

Instructor Training--

Mr. W. E. Dewey, State Director of Defense Training, Salt Lake City, Utah discussed the problem of instructor training in the Air Depots. Through conference he brought out that teaching is complicated

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and must be learned. Through an interesting demonstration with a board and marbles, he illustrated a common error of many instructors; namely, attempting to teach too much at one time without breaking it into blocks and teaching in an orderly manner--allowing the learner to apply the training as he progresses. Through a discussion on police training, Mr. Dewey showed the necessity for organizing training material into systematic courses and proceeding in an orderly rather than a hap-hazard method. He discussed the value of visual aids.

A discussion was held concerning instructor training programs of the various Depots. At Ogden instructors meet weekly for two hours on a voluntary basis with 100 per attendance. This training has been recently inaugurated and is expected to result in (1) an agreement on course content; (2) an amicable relation between teacher, foreman instructor, air corps, and school officials; (3) A division of function which will prevent over-lapping; (4) Development of some practical course outlines that tie in closely with work experience; (5) Facilitation of routine procedures for both training center and repair depot; (6) Correlation of the training activities with the objectives and needs of the repair depot.

At S. A. D., the State Department of Vocational Education conducted instructor training for 75 in June before they began teaching. This training included instructional methods, occupational analyses and use of visual aids. The conference method was used in groups according to occupations. Instructor training has resulted in men thinking through their training problems and gaining confidence in themselves. At. F. A. D. there has been combined foreman and instructor training conferences conducted by a professor from the University of Cincinnati. This training has been continuous and is followed up on the job. At M. A. D. there are 188 part-time instructors and 10 full-time. The State Coordinator who is detailed to the Depot conducts this training which is continuous. The booklet "Job Instruction", published by the Western Electrical Company and the pamphlet "How to Instruct" are used in this training. At S. A. A. D., 150 mechanics are receiving instructor training as conducted by representatives of the State Vocational Department. This training has been in operation four months and is being continued on an indefinite basis. Outlines are available.

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Training and Personnel Records and Reports--

Mr. Earl Brooks, Civilian Personnel Division, O. C. A. C., led a discussion on training and personnel records and reports. Through conference, the group concluded that there is needed a uniform record card to be used throughout the Depots and to be transferred with the employees. The following information was indicated as desirable:

A. Personal

1. Name
2. Designation of position
3. Salary
4. Date of Birth
5. Marital Status
6. Place of Birth
7. Race
8. Affiliations
9. Military Record
10. Height
11. Weight
12. Sex
13. Dependents
14. Hobbies
15. Physical Condition
16. General Remarks
17. Recommendations

B. Education and Training

1. Education
   a. Name of school
   b. Location
   c. Years of School Completed
   d. Graduated
   e. Degree
   f. Major Subjects
   g. Type of Course
2. Service Training
   a. Courses
   b. Names
   c. On the Job
   d. Classes
   e. Groups
   f. Number of hours
   g. Grade or rating

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C. Employment Record

1. Pre-employment

   a. Name of employer
   b. Dates
   c. Specific Job
   d. Salary
   e. Reason for Leaving

2. Service Employment

   a. Dates
   b. Title
   c. Grade
   d. Efficiency Rating
   e. Depot, Department, Section
   f. Salary
   g. Specific Job
   h. Disciplinary Records

D. Preferred Assignment

1. Location
2. Type of Work

Col. Nutt indicated that the Maintenance Command desired periodical reports concerning the status of civilian training in the various Depots. In discussion, it was brought out that these reports should be made weekly or monthly with the majority of the group favoring monthly. Data to be included were: (1) Number of employees receiving training by classifications (showing number of training hours); (2) Enrollment in various types of training, including in-service, vocational schools, apprentices, N. Y. A., supervisory, pre-employment, upgrading and supplementary; (3) Number of completions by courses; (4) Promotions made during the training, resignations and discharges; (5) Number of instructors full-time, part-time, outside and in the Depot.

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Exchange of Materials--

The Depot Training Officers discussed the desirability of exchanging training materials as developed. It was suggested that copies of training material be furnished Maintenance Command and each Depot.

Use of Vocational Schools--

Mr. W. F. Wooley, Supervisor of Pre-Employment Training at S. A. D., discussed the use of vocational schools. He circulated copies of his talk and, for that reason, the details are not given here. In the discussion it was brought out that the Depot is considering reducing from 625 to 400 the number of men receiving pre-employment training for S. A. D. because the ratio of Helpers is becoming too great for the number of "key men."

The problem of obtaining leave for mechanics in the Depot to serve as instructors for two or three months at near-by schools was brought up. By allowing eight men to go on leave for two or three months each, approximately 1200 Helpers could be prepared. It was brought out also that there is some difficulty in obtaining state funds for equipping the schools cooperating with the Air Depot, and it was suggested that Air Depot funds be used for equipping the new training buildings being constructed on the Post.

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Saturday, September 9, 1941

Organization of Depot Training Office—

Lt. K. W. Dech of the S. A. D. explained a functional chart for the Depot Training Program which has been prepared by Major Williamson of S. A. D. This chart was distributed to those in attendance at the conference. The group suggested that there was a need for a commissioned training officer for a Depot, a civilian director and three assistants who might be assigned the coordination and supervision of pre-employment training, the direction of in-service training, instructor training, job analyses, and instructional material preparation, foremanship training and other duties. It was also suggested that there is a need for civilians to coordinate the training in the Engineering Department, the Supply Department and Headquarters. In discussing pay for these positions, $4,600 was recommended for the Civilian Director, $3,800 each for the three Assistant Directors, and $3,200 for the department coordinators who would have the title of Associate Instructors. In addition a complement of assistant instructors at $2,600 and Junior Instructors at $2,000 was recommended. The problems of organization and pay were referred to the Committee for recommendations.

Sub-Depot Training Problems—

Mr. L. S. McGinn, Junior Property and Supply Officer at F. A. D., discussed the problems of training civilian personnel for the Sub-Depots. In order to establish a Supply Department at the Sub-Depots a nucleus of five "key men" are sent from the Depot. Clerks are hired as typists, stenographers, property and supply clerks and billing machine operators. Their training is conducted by the "key men." Difficulties are being encountered because of the lack of "key men" in the Depot—few of them have had over six months' experience. Training is being accomplished at some Sub-Depots for other Sub-Depots. Most of the Depots believe that they can handle the problem of training personnel for the Supply Departments of the Sub-Depots, but are less optimistic about the problem of training all-around mechanics as required.

Transfers—

Major F. H. Miller, Chief Personnel Branch, Maintenance Command, explained that the Maintenance Command is considering the establishing of a pool of "key people" who wish to be transferred. Considerable discussion was held concerning the finding and using of "key men." It was

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brought out that personnel are reluctant to transfer to some locations because of housing shortages. Some of the Depots stated that transfers are being delayed as much as two or three months after an employee has agreed to transfer, resulting often in his deciding not to transfer. Major Miller explained that many transfers are delayed in the obtaining of travel orders from the Office of the Chief of the Air Corps. Major Miller stated that there is need for mechanics at Panama, the Philippines and Hawaii and that Maintenance Command would appreciate receiving the names of qualified personnel wishing transfer to those locations.

Deferment--

The question arose as to the policy being followed by the various Depots concerning deferments of employees and learners. Most of the Depots are following the policy of requesting deferments on men with more than one month's service whose performance has been satisfactory. Most of the Depots are not requesting deferments on clerks in the lower levels.

Conclusion--

Summing up, Major Hugh D. Butler offered his congratulations to all those who had contributed to the remarkable training results obtained in the short space of time from February to September, 1941. He was sure that this beginning promised a great future opportunity to each member of this training organization to help bring about a fine Air Corps aircraft maintenance program.

Major Butler also emphasized that the problem of training civilians for the Air Corps was generally recognized as being one of the largest and most complicated in the Federal Government today. "Just as superlative," he said, "are the plans that are being developed right here to meet that problem." He expressed his keen appreciation for the splendid cooperation which the Air Corps had received from other Federal, state and local agencies in this effort.

In closing the sessions, Lt.-Colonel C. C. Nutt expressed his appreciation to all those in attendance, including the representatives of the vocational schools for their valuable help in developing this training and for their participation in the conference. He expected the following results from the conference: (1) the establishment of a flexible civilian training organization, (2) a draft of a temporary directive (to be the work of the Committee of Training Officers) authorizing Commanding Officers of the Depots to conduct civilian training with certain personnel in certain ways (3) a system of occupational analyses and standards of performance (4) a system of training and placement records and reports.

EARL BROOKS
Secretary of Conference.

W-5277, AC.

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AIR SERVICE COMMAND
OVERSEAS PROGRAM

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HEADQUARTERS ARMY AIR FORCES
AC/AS, MATERIEL AND SERVICES
WASHINGTON

5 April 1945

MEMORANDUM TO: All Personnel

SUBJECT: Result of Red Cross Campaign

1. With the ending of the 1945 Red Cross Campaign in which the national quota was attained, the people of Materiel and Services are to be congratulated for their magnificent work and generosity towards the Red Cross in helping to make the drive such an outstanding success.

2. The response of Materiel and Services personnel to the assigned quota amounted to 114.8%, a figure everyone may justly be proud of in realizing their donations contributed materially in this worthwhile accomplishment.

3. A final recapitulation by offices of donations received is as follows:

	Amt. of Donation	% of Quota Attained
Executive Office	$280.35	179.02
Control Office	704.00	157.14
Aeronautical Board	46.00	42.20
Air Chemical Office	109.50	125.80
A.R.C.O.	107.00	122.98
Air Installations Division	614.80	94.22
Air Ordnance Office	280.00	121.44
Air Quartermaster	186.00	106.89
Air Services Division	936.00	91.95
Materiel Division	838.50	99.87
Procurement Division	262.78	111.86
Resources Division	800.00	183.45
Traffic Division	247.50	132.31
Air Engineer	139.00	106.31
Joint Aircraft Committee	29.00	166.66
Total	$5586.43	
Quota	$4885.00	114.86

F. I. ODLUM, JR.
Lt. Colonel, Air Corps
Administrative Executive
AC/AS, Materiel and Services

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Documents Relating To
History of Supply and Maintenance
Activities of MM+D and M+S
4 June 45

Dr Clausen,

Keep these as long as you need them and then return as indicated

Shea

S & M FILE (AFDBS-4) - ROOM 5D 958

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HEADQUARTERS
VIII AIR FORCE SERVICE COMMAND
OFFICE OF TECHNICAL LIAISON OFFICER
MAINTENANCE AND REPAIR DIVISION
A.P.O. 633

AAF Station 586
4 May 1943

Dear Air Commodore,

I would refer to your request of the 27th April for a report on the output from the various depots and stations of the U.S.A.A.F. I am afraid that the picture is not yet a very bright one, with perhaps the exception of Langford Lodge. The reasons are many, but the main ones are, as always, lack of personnel, equipment, tools, and spares. If tools and spares are arriving as promised by the supply Division, then the whole problem becomes one of skilled personnel.

2. An estimate of the number of men required by September 1943 to maintain and repair the expected arisings of aircraft and their components is given below. This estimate was prepared by the M.& R.D. and has subsequently been amended by the Planning Division. M.& R.D. however insist that this number will be necessary to cover their predicted arisings; predictions which were broadly arrived at from the experience of D.R.M. These figures include technical personnel only and do not take into account, clerical, administrative and other staff.

Engines	2700	
Propellers	1100	
Turbos	170	
All accessories	1100	
Instruments	400	
Airframes	7300	
total	12970	All Grades

A complete table of man hours required for each specific item was made and all the above requirements were based on this table. Where the U.S.A.A.F. could give man hours figures these figures were compared against D.R.M. predictions and where a difference existed a mean figure was adopted. For example, M.A.P. figures were given for engine overhaul as 650 to 850 man hours according to type. U.S.A.A.F. figures were 475 to 525 for similar types. The mean figures now accepted are 550 to 680 approximately.

3. Langford Lodge, Station 597, is now operating well under the management of Lockheed Overseas Corporation. This depot is almost entirely civilian manned and is well equipped both in tools and spares for the overhaul and repair of engines, propellers, turbo-superchargers and to a small extent self-sealing tanks and tyres. A considerable amount of work has also been done on the manufacture of modification parts. The predicted weekly input to repair commencing June has been assessed as follows:-

Engines 33 rising to 64 in December.

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Propellers	32 rising to	103	in December
Turbos	119 "	304	"
Instruments	500 "	830	"

The engine figures include accessories but no provision has yet been made for any extra repair on magnetos, generators, pumps, etc. I understand that a conference is shortly being held to decide the location of all the extra equipment likely to arise from accessories found defective.

The staff of the Depot numbers nearly fourteen hundred of which 6/700 are technical. It is probable that thirty to forty per cent of this staff will be withdrawn this month to form the nucleus of the new staff at Warton and further withdrawals may possibly be made later to assist in the formation of any further new depots which may come under the control of the Lockheed Overseas Corporation.

In my opinion Langford Lodge should not be expanded to any large degree as the geographical situation of this Depot is bad and shipping difficulties make it quite unsuitable for dealing with large arisings of equipment from England. Six weeks is quoted me as a normal shipping time.

4. Burtonwood Repair Depot, Station 590, the present system of Joint Control operating at this station is the cause of a great deal of inefficiency and slackness on the part of both American and British personnel. There are many differences of opinion between them and this has resulted in many good technical men of the U.S.A.A.F. being transferred to the stores section from the shops. I have seen several reports which have been made by U.S.A.A.F. officers visiting B.R.D. and they all draw the same conclusions and make the same criticisms.

Engine Repair. The published figures for engine overhaul appear at first to be good but do not agree with the actual figures for engines delivered. For April 17th the total output was given as 53 of which 19 were U.S. owned and 34 British owned. Actual figures were; output 45 of which 24 were U.S. owned and only 21 British.

The engine inspection department appears to let the work pile up on the tables and only when it is piled high enough do they start inspection of parts. This suggests that they are either grossly overstaffed or that inspection is slipshod. There are a few practices which are extremely wasteful both of labour and materials. For example, before the inspection department will make a check of engine cylinders they must be cleaned but after cleaning they go to the paint shop where they are hand-painted. Then the cylinders go to the inspection department where approximately 50 per cent are rejected.

The handling of engine components is bad. Cylinders are piled two and three high on trucks; some are sitting on the cement floors without any protection whatsoever. Gears are tied together and swung on a steel rod where they can hit against one another with consequent damage. The lack of proper engine slings, or failure to use same, has resulted in damage to a number of engines. I have been informed that fourteen

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engines have been dropped in the last few weeks.

Airframe Repair is distinctly better at first sight although here again the amount of work turned out is low for the number of man hours expended.

Accessories and Equipment. There is at the present time in B.A.D. a large accumulation of repairable equipment, instruments, tanks, tyres, oxygen equipment, etc. for which no repair facilities appear to exist. Arrangements have been made with M.A.P. for the repair of tyres; repair by M.A.P. of other items, tanks, oxygen regulators and turbo-superchargers has been in hand for some weeks now. For other items, instruments and electrical equipment, etc. the facilities are still quite inadequate and Langford Lodge is apparently unable to take them although instructions have been given to ship them there.

Propellers. A few propellers are being done but only cold-straightening of blades can be undertaken. After representations made by me some four weeks ago at your request, instructions were issued by General Clark that the furnaces and muffles were to be installed but these are not yet working. Only today a teletype was received from Colonel Short stating that the delay in installation was due to the fact that financial sanction had not yet been given by M.A.P.

The predicted repair input per week commencing June is :

Engines	111	rising to 208	in December
Propellers	113	" 165	"
Turbos	119	" 304	"
Instruments	1800	" 3200	"

5. Warton, Station 582. This Depot is not yet functioning and only a small number of men are being trained there. It is intended to put this Depot under the control of Lockheed Overseas Corporation with effect from the 15th of this month and to withdraw skilled men from Langford Lodge for this purpose. This will be possible provided all the equipment and tools which are still lacking arrive from U.S.A.

Given the equipment and personnel the proposed weekly programme is;-

Engines	Nill in June	116	R-1800 only by December
Propellers	" "	121	by December
Turbos	" "	?	not yet assessed
Gyro instruments	545 "	947	by December
Units of Sperry Auto-Pilot	143 "	250	by December
A.F.C.E.Units	170 "	265	by December

Until this Depot is operating Langford Lodge will take the lo
the transfer of personnel the repairable equipment will com
arrive. Every effort is being made to get the shops set fo
ment repair as soon as possible.

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6. Advanced Air Depots. It is intended to set up 10 of these depots to be in full operation by December. Six have already been projected and three are in action. Of these three only Honington is fully activated. These depots should do only first and second echelon repairs and should act as reclamation centres where unserviceable and repairable equipment can be sorted out, categorised and where necessary forwarded to the base depots for overhaul. Honington is already doing much of this work and Wattisham will follow suit. The third advanced depot in operation, Little Staughton will be responsible mainly for the repair of special equipment, radio, turrets, etc. As personnel become available further depots will be opened to meet mounting requirements.

7. Mobile Units. Five of these units are now operating in the field. Their composition is varied to suit the nature of the work they are engaged on. I append an extract from "Stars and Stripes" which, when stripped of journalistic dressing, gives a fair picture of the work done and the approximate composition of the units. In my opinion these units are over-staffed for the amount of work they are doing but this is due to the high degree of specialisation induced by mass-production. "One man, one job", is a slogan, not of choice but of necessity with the U.S.A.A.F., as pre-war engineers were rarely versatile and while they could do one job well could rarely tackle work comparable with that performed by our Fitters, Grade I.

There is a tendency in the Squadrons to do less and less repair work of a minor nature and to call on the Mobile Units for assistance. This will only be checked by the appointment of Stations of competent engineer officers with good and adequate staffs of trained personnel ready and available to do minor repairs.

8. Salvage Units. In estimating the technical personnel requirements to meet the predicted aircraft arrivals salvage unit requirements were not envisaged to any high degree. With the present arrangement whereby No.43 Group will pick up all American crashes the American personnel to be attached to 43 Group Units will not materially affect the original figures given in paragraph 2.

In conclusion, it is my personal opinion that the amount of work which has been done by the VIII Air Force Service Command is small and the results disappointing. I do feel that the faults do not lie with the personnel of the Maintenance and Repair Division or the personnel in the field but back in Washington where the heads apparently do not yet realize the magnitude of the maintenance and repair work necessary to keep even the smallest Air Force flying. The really black spots are, of course, tool equipment, spares, and materials and here I feel, and this feeling is shared by all Technical Officers of the U.S.A.A.F. that the Field Service Supply Section and the Supply Division of the VIII A.F.S.C. are not pulling their weight. In point of fact, referencesto both Sections are frequently uncomplimentary and sometimes very bitter. There is an almost complete lack of directive from the Field Supply Section and Unit Supply Officers are frequently completely in the dark as to the handling of repair equipment and although a R.A.F. Equipment Liaison Officer is each Station he is seldom approached for advice on Supply p[roblems] worse still he is seldom informed on points of mutual pol[icy]

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copies of the infrequent directives issued by the Field Service supply. On more than one occasion I have obtained copies and forwarded them for the information not only of our Equipment Officer but also for the U.S. Supply Officer.

Yours sincerely,

W.H. Geddes,
Squadron Leader.

Air Commodore C.W.Weedon,
Director of Repair and Maintenance
Room 6071 Thames House,
Millbank, S.W.1.

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R E S T R I C T E D

HEADQUARTERS
VIII AIR FORCE SERVICE COMMAND
APO 633

V-P-10

AAF-586
18 May 1943

MEMORANDUM)
:
NUMBER 65-12)

SUPPLY

(This Memorandum supersedes Memorandum 65-12, 12 February, 1943)

PROCEDURE FOR OBTAINING AND ISSUING EQUIPMENT AND SUPPLIES IN USE BY U.S.A.A.F. AND R.A.F. (OTHER THAN AIRPLANE ENGINES)

Sections.

General - I
American Air Force Equipment and Supplies (Less Engines)- - - - - - - II
British Equipment and Supplies (Less Engines) - - - - - - - - - - - - III
Emergency Requisitions for American Air Force Supplies - - - - - - - IV
Items Common to all Branches of the U.S. Army - - - - - - - - - - - - V
RAF Requisitions on USAAF for Common User Equipment and Supplies - VI

SECTION I

1. GENERAL

a. Effective immediately, the following procedure for obtaining and issuing equipment (except airplane engines) in use by USAAF and RAF will apply. This procedure will lend itself to the rapid fulfilling of requisitions and demands of either Air Force. It will in reality establish a United Kingdom Level of supply available to either Force.

b. In requisitioning supplies, particular attention will be given to the matter of classification, part number, stock number, drawing number, official description, unit, etc., as shown in Air Corps Stock Lists, Signal Corps general catalogues, standard nomenclature list, Air Force and other drawings etc.

c. Inclosure 1 diagramatically represents the requisitioning channels as prescribed herein for obtaining equipment and supplies (except airplane engines) in use by the USAAF and RAF. Requisitions will be promptly handled and delivery of supplies will be effected by all concerned in the most direct and expeditious manner possible.

d. Procedure for obtaining and issuing USAAF and RAF airplane engines is covered by current Memorandum 65-15, VIII AFSC.

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SECTION II

2. AMERICAN AIR FORCE EQUIPMENT AND SUPPLIES (LESS ENGINES)

a. U.S.Army Air Force Station Supply Officers should place their requisitions for requirements through U.S.Army Air Force channels. (For Air Corps Items; Station Supply to appropriate Advanced Air Depot, or Air Depot where appropriate, thence direct to Field Service Section (F.S.S.) Supply Division VIII AFSC. For items common to all branches of the U.S. Army see Section V.)

b. Should the appropriate U.S.Army Air Force Advanced Air Depot or Air Depot, not be able to supply the desired items on requisition, either from stock, salvage or distribution, the requisitioning Station Supply Officer will be appropriately notified and the Advanced Air Depot or Air Depot will pass the requisition directly to the F.S.S. Supply Division, VIII AFSC, for appropriate action. It is to be noted that the procedure under which the Advanced Air Depots forwarded requisitions to the Air Depots is no longer applicable.

c. The Field Service Section will endeavor to fill the requisition from stocks at other Depots, from repair, salvage or redistribution or from British sources. Should the requisition be filled from either stocks at other Depots, or from repair, salvage or redistribution, the Depot Supply Officer of the requisitioning unit will be notified accordingly. Should the requisition be referred to British sources the following procedure will be adopted:-

(1) Equipment Controlled by RAF/MPO, AMF-526.

The requisition will be transcribed to an MPO/FSS demand form and passed to the appropriate section in the RAF/MPO. If the equipment is available the RAF/MPO will instruct the holding unit to issue (advising MPO of action taken) directly to the USAAF requisitioning unit by means of signal or Form 1368 or Form 600 according to degree of priority. The signal or demand will state the following details:-

RAF Section, Reference, Part Number, Description, Quantity;
USAAF Stock Number;
USAAF Station and Requisition Number

One copy (red) of the appropriate form will be enclosed in the package of the issuing unit. One copy (blue) will be sent by post to the requisitioning unit. Upon receipt the requisitioning unit will check contents of package with red copy, and if quantities agree, sign the blue copy as a receipt and return by post to the issuing unit. Any discrepancy between contents of package and red copy will be reported to RAF Equipment Liaison Officer at the requisitioning unit.

If the equipment is not available from RAF stocks, the MPO will mark the MPO/FSS demand accordingly and return to the FSS. The MPO will mark PCR cards (Stock cards) with the word "Obligated". If as a result of normal deliveries, items so "Obligated" become available, the MPO will inform the FSS and ascertain whether the supplies are still required. If so, instructions to issue will be given. If supplies are no longer required the obligation will be cancelled.

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(2) Equipment Controlled by MPO other than RAF/MPO, AAF-586

For equipment other than that controlled by RAF/MPO, AAF-586, the requisition will be transcribed to an MPO/FSS demand form and passed to the MPO/FSS Interpretation Section, which will contact the appropriate RAF/MPO controlling the equipment or supplies and advise FSS of availability. The Interpretation Section will pass the requisition to the appropriate RAF/MPO and the procedure for issue etc. as outlined for RAF/MPO, AAF-586 will then be followed.

(3) Final action by FSS on Inabilities from RAF.

When the RAF/MPO concerned has advised the FSS of a total inability, the FSS will either refer to the Procurement Section, Supply Division or requisition from the U.S.A. In the latter event the Stock Record Cards will be marked "Obligated" to the station pending arrival of stocks. When stocks arrive the FSS will instruct the holding Depot to issue immediately. It is essential that the requisitioning unit be kept informed of the progress of the requisition and of the probable date of delivery as soon as it is known.

SECTION III

3. BRITISH EQUIPMENT AND SUPPLIES (LESS ENGINES)

a. For the maintenance of aircraft and other equipment received from the British and in use by the USAAF and also British equivalents of American items, requisitions by the U.S.Army Air Force will be made on Form U.S./Brit. 1, whatever the requirement, as follows:-

(1) At "shared" Stations, (i.e. Stations at which U.S.Units are situated but which have not formally been taken over by them), the Form U.S./Brit.1, should be presented to the RAF Officer in charge (usually the Station Commander).

(2) At "U.S" Stations, (i.e. Stations formally taken over by a USAAF Unit), the Form should be presented to the RAF Equipment Liaison Officer.

b. On receiving a demand from a USAAF Unit, whether for supplies or services, the RAF Officer will endeavour to meet it. If demand cannot be supplied, RAF Officer who originally handled it will return request to the C.O. of the US Unit involved. He, in turn, will transmit it in writing through US channels to the Supply Division, VIII AFSC. That Division will approve or reject the request and, if approving, will forward the demand through the correct Air Ministry channels with all the necessary information available regarding the item or service required. If the Air Ministry then agrees to meet the demand, all necessary arrangements will be made for purchase and supply to the demanding US Unit and the expense will be chargeable to Air Ministry votes as a reciprocal aid service.

c. Initial supplies of tools, ground equipment, etc., in support of all additional British aircraft or other equipment which may be allotted to USAAF will be supplied without demand to the Station concerned under Air Ministry arrangements. Detailed information regarding the equipment being supplied will be sent to the Headquarters, VIII AFSC and the States. Any queries regarding these initial supplies are to be referred to the Supply Division, VIII AFSC through the A-4 Section of the Tactical Command.

d. For procedure for obtaining USAAF engines for aircraft received from the RAF, see current Memorandum 65-15, VIII AFSC.

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[redacted]

SECTION IV

4. EMERGENCY REQUISITIONS FOR [redacted].

a. The procedure outlined in Sections I and II above apply, but requisition, whether on the U.S./Brit.1 Form, [redacted]. For Form 102 must be clearly marked "[redacted]", "[redacted]" or "[redacted]", with not in Par.4 b. However, full use of signal communication will be given priority treatment by all concerned. The following procedure will look for efficient and expeditious handling of all emergency requisitions and provides for all concerned receiving proper notification of steps taken or being taken on requirements. Constant follow up procedure on the part of requisitioning unit should be unnecessary. [redacted] will be prepared for all class of material required and not [redacted] will be involved in a single telegram.

b. The Station Supply Officer will telegraph the requisition to the following number and in the order given:-

Detail and Number of Airplane;
Class of Item;
Quantity and Unit of Issue;
Detailed description of stock or part number;
Description of Item (Original type, [redacted]
Technical Characteristics, if available);
Condition;
Category. ([redacted], [redacted], [redacted])

[redacted]: [redacted] (Aircraft on Ground) will be used to refer to requirements needed to keep an aircraft flyable normally by 1st and 2nd Echelons of maintenance.

[redacted] (Aircraft Operational Requirement) will be used to refer to requirements needed to keep [redacted] aircraft flyable. (i.e. Batteries, Generators, Radio, etc.)

"[redacted]" (Current Repair Requirements) will be used to refer to requirements needed to keep [redacted] aircraft flyable normally by 3rd or 4th Echelons of maintenance.

[redacted]:

[redacted] 93, 15 APRIL [redacted] CLASS OF [redacted]
0100-[redacted]

[redacted] 372, 15 APRIL [redacted]
[redacted]

[redacted]
6300-[redacted]

[redacted]

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c. If the Depot cannot supply from stock, substitution, salvage or redistribution, a teletype will be sent to the Field Service Section (FSS), Supply Division, as per the following example and will be repeated to the station concerned:

TO: FSS, SUPPLY DIVISION, HQ VIII AFSC, RPT CO, GCX
FAAD-345-Y-33 16 APRIL B-24D 41-6732 CLASS 01B QUANTITY
ONE EACH 0102-32B-5635 CABLE ASSEMBLY, ELEVATOR CONTROL.
SHIP TO STATION 162 REFERENCE GCX 93, 15 APRIL AOG.

d. If the supplies can be made available by the FSS, a teletype will be sent to the Depot holding the supplies as per the following example and will be repeated to the Station concerned:

TO: CO, BURTONWOOD, RPT CO, GCX
CSD 3987 17 APRIL B24D 41-6732 CLASS 01B SHIP ONE EACH
0102-32B5635 CABLE ASSEMBLY, ELEVATOR CONTROL. SHIP TO
STATION 162 REFERENCE GCX 93, 15 APRIL, USE SHIPPING ORDER
43-17 AOG.

e. If the supplies are obtained by the FSS from the RAF the Master Provision Officer (MPO) will teletype the appropriate RAF Maintenance Unit to make shipment and will repeat the message to the Station concerned, referring to the Station's original request number.

f. If the supplies cannot be made available through MPO/FSS sources, the FSS will notify the Station concerned as to the further action being taken toward procuring the supplies, giving a specific reference.

g. If after requisition a Station or Depot is able to meet an AOG, IOR or URR requirement by local efforts such as repair, substitution or salvage, it will immediately notify the Depot or Field Service Section, Supply Division, as the case may be, in order that the appropriate requisition may be cancelled.

SECTION V

5. ITEMS COMMON TO ALL BRANCHES OF THE U.S.ARMY.

a. In the case of items common to all branches of the U.S.Army, every effort will be made to secure the desired items from American sources in the United Kingdom through the following channels:-

(1) Q.M.Items: In areas serviced with Q.M. items by Advanced Air Depots; Unit Supply to Station Supply to Advanced Air Depot to Quartermaster, VIII AFSC. In areas not serviced with Q.M. items by Advanced Air Depots; Unit Supply to Station Supply to S.O.S. Depot. Furniture, office machines and special Q.M. requirements will be requisitioned by Station Supply directly to Q.M. VIII AFSC.

(2) Medical Items: Unit Supply to Station Supply to Advanced Air Depot to Surgeon, VIII AFSC to Chief Surgeon, SOS thence to SOS Depot.

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(3) Signal Items: Unit Supply to Station Supply to Air Depot to Air Force Signal Supply Depot, RAF 15?, to Signal Officer, VIII AFSC to Signal Supply Division, SOS or Proc. Sec. Supply Division, VIII AFSC, as the case may be. (See current memo this Hqs. 65-12.)

(4) Engineer Items: Unit Supply to Station Supply to Air Depot to Engineer, VIII AFSC thence to SOS Depot.

(5) CWS Items: Unit Supply to Station Supply to Air Depot to Chemical Warfare Service, VIII AFSC to SOS Depot.

(6) Ordnance Items: Unit Supply to Station Supply to Air Depot to Ordnance Service, VIII AFSC to SOS Depot.

b. In the event that above methods fail to supply desired items, Chiefs of Services will refer requisitions to Chief, Supply Division, VIII AFSC who will attempt to obtain desired items from the British. In the event of the items not being available from British sources, the requisitioner will be so notified and action initiated by the Chief, Supply Division, VIII AFSC to procure from American sources elsewhere.

SECTION VI

6. RAF REQUISITIONS ON USAAF FOR COMMON USE SUPPLIES WITH BRITISH.

a. If supplies are not available from RAF sources, the RAF/LO will pass the requisition to the Field Service Section, which will endeavour to fill the requirement from USAAF Depots.

b. If the supplies are available, the Field Service Section will instruct the Depot or Depots making the issue as to the marking of the shipping tickets, i.e. RAF Section and Reference Number or Part Number, and the consignee's requisition number, and will notify the RAF/LO of the action taken. A teletype will be sent to the Depot as per the following example, repeated to the RAF Station concerned:

TO: CO, BURTONWOOD, RPT O/C RAF, NORTHOLT, WITH REFERENCE
OSD 3965 15 APRIL AOG B2AD LM/1[illegible] CLASS 01-4 (NA FITT ONE PACK
0102-32B7835 CAPLE ASSEMBLY, DELIVERY CONTROL, RAF/LO RAF
126 12 APRIL REFERS. USE S.O.43-74. MARK 3 APRIL TICKET
SECTION 126HL/32B7835 AND PAN L36, 12 APRIL REFERS. MARK
PACKAGE AOG SECTION 126HL.

c. In addition to the usual distribution of shipping tickets, shipping tickets in triplicate (i.e. a consignor's copy, the Supply Division's copy and a consignee's copy) for material issued from RAF Station or repair organization are to be forwarded to the Controller General, VIII Air Force Service Command, Supply Division, APO 633, U.S.Army, Attention IPC/SS Interpretation Section, for accounting purposes.

d. In the event that there is no service land means of sending the supplies to an RAF unit, the USAAF Depot shall ship the supplies to the nearest RAF Depot, marking the package "To_____, AOG, Not, or U/C" as the case may be; for example; "To Officer Commanding, RAF, Burtonwood, Via No.61 M.U., Handforth, Cheshire, A.O.G."

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g. If the supplies are not available, the Field Service Section will obligate the item on the Stock Control Cards to the R.F/MPO and will take action to procure the items from the U.S.A. The requisition will be passed back to the R.F showing the action taken.

f. When items obligated to R.F/MPO are received, FSS will advise R.F/MPO and will inquire whether items are still required. If still required, items will be issued. If no longer required, the obligation will be cancelled and the items will be taken into Depot stocks.

By command of Major General MILLER:

D. R. GOODRICH,
Colonel, A.C.,
Chief of Staff.

1 Incl:
Diagram

OFFICIAL:

BRYAN L. DAVIS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION "C" SUPPLY DIVISION
Plus 30 to Air Ministry.

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HEADQUARTERS
VIII AIR FORCE SERVICE COMMAND
APO 633

V-B-2

(MEMORANDUM)
No. 65-15)

AAF 586
10 May, 1943

SUPPLY

PROCEDURE FOR OBTAINING AND ISSUING USAAF AND RAF AIRPLANE ENGINES

Section

General - - -

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"Quantity ... (here state type of engine in full) engines suitable for .... (here state type of aircraft in full) urgently required by .... (here state full address of requisitioning unit) Can you supply Unit's requisition number .... refers."

This signal will be repeated to the requisitioning unit and the Combat Command concerned.

(1) If the engines requisitioned are available, Air Ministry, E-3, will arrange supply and notify all concerned.

(2) If the engines requisitioned are not available, Air Ministry, E-3, will notify the F.S.S. by signal to that effect, repeat the signal to the requisitioning unit and the Combat Command concerned and transmit date by which supply may be possible. The F.S.S. will then determine whether it will be more expeditious to obtain replacements from the USA, in which case the F.S.S. will take appropriate action and notify Air Ministry, E-3, that replacements from RAF stocks will not be required. Alternatively, the F.S.S. will request Air Ministry, E-3 to supply in due course.

(3) Common user engines are presently as follows:-

RAF Nomenclature	USAAF Nomenclature	Aircraft Type RAF		USAAF
Wright GR.1820-65	R.1820-65	Fortress	IIA	B-17E
" GR.1820-97	R.1820-97	"	II	B-17F
" GR.2600-A5B)	R.2600-43	Boston	III	A20C-A20J
" GR.2600-23)				
P & W R.1830-43	R.1830-43	Lib.	III	B-24D
" R.1830-92	R.1830-92	Dakota	I & II	C47-C53
Allison V.1710-C15	V.1710-33	Lightning	I	P-38
		Tomahawk		P-40
" V.1710-E4	V.1710-35	Airacobra		P39D-P-400
Wright GR.2600-A5B6	R.2600-11	Havoc	II	A-20B
" GR.2600-13	R.2600-13	Mitchell	II	B-25C

Inabilities on requisitions for engines which are NOT common-user will be obtained by the F.S.S. Supply Division, in accordance with normal procedure.

SECTION III.

3. USAAF ENGINE REQUIREMENTS FOR AIRCRAFT RECEIVED FROM THE RAF.

a. Requirements are classified as:

(1) Requirements for normal reserve.

(2) Requirements to replace unserviceable engines.

b. The basis holding for requirements for normal reserve shall be 10% of the engines installed in operational aircraft to be held by the USAAF at Squadrons or Depots. The basis for requirements to replace unserviceable engines shall be 10% of the engines in operational aircraft to be held as reserve by Air Ministry for replacement as and when required.

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c. Requirements for normal reserve will be supplied on request of the F.S.S. Supply Division, VIII AFSC, to Air Ministry, B-3, Harrogate, Yorks. on receipt of advice of the allotment to the Eighth Air Force of such aircraft.

d. Requirements to replace unserviceable engines in cases where replacement engines are required for immediate installation in serviceable aircraft and no serviceable reserve engine is held at the unit, the Station will signal through the local RAF Equipment Liaison Officer to MAP, London, for DDR/E, Oakwood Court, repeat the signal to Air Ministry, B-3, Harrogate, Yorks; F.S.S. Supply Division, VIII AFSC and the Combat Command. The signal will be prefixed by the letters AOG, and will be as follows:-

"Request disposal instructions unserviceable engines ....
(here state full type of engine) serial number ....
replacements required" for (here state type and make of aircraft)

e. In cases where reserve engines held by the unit are at a minimum and circumstances justify the building up of this reserve with the greatest expediency, the signal requisition is to be prefixed by the letters RIB - (R.I.R. = Required Immediately for Reserve).

f. Signals bearing neither of the prefixes mentioned above will be deemed to imply that the replacements required are to complete reserve and may be supplied when convenient.

g. Air Ministry, B-3, will allot required engine or engines to the station concerned and DDR/E will furnish instructions for disposal of the unserviceable engine or engines to repair.

SECTION IV.

4. RAF ENGINE REQUISITIONS.

a. British built engines will be obtained in accordance with existing RAF procedure.

b. American built engines will be requisitioned by RAF stations in the same way as for British built engines. Normal requisitions for engines which are not available from RAF sources will be held by Air Ministry, B-3, Harrogate, Yorks. until stocks become available. Urgent requisitions which are for common-user engines (See Section II, Para 2g.(3) and which the RAF cannot supply will be referred by Air Ministry, B-3, by signal to the F.S.S. Supply Division, VIII AFSC. Air Ministry, B-3, will quote the reference given by the requisitioning unit, to whom the signal will be repeated.

c. If the engines are available from USAAF stocks, the F.S.S. Supply Division, VIII AFSC, will arrange dispatch to the requisitioning unit and will notify Air Ministry, B-3, Harrogate, Yorks., quoting the serial numbers of the engines being supplied. The notification will be by signal and repeated to the requisitioning unit. If delivery to the requisitioning unit is impracticable, it will be made to the RAF Equipment Depot nearest to the USAAF source of supply.

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(1) In the event of delivery being made to an RAF Equipment Depot, packing cases are to be clearly addressed to the requisitioning unit and marked VIA...16...MU...Stafford; or AOG, or RIP. VIA...16...MU...Stafford according to the degree of priority of the request Equipment so marked is not to be brought on charge by the RAF Equipment Depot but is to be reconsigned immediately to the requisitioning unit.

(2) The USAAF Depot making the issue will raise their own form 104A (Shipping Ticket), stating thereon the RAF units signal reference which will be shown in the signal from Air Ministry. One copy of the shipping ticket will be enclosed in the engine case, one copy attached to the outside of the case and one copy will be sent by post to the requisitioning unit (Stores Account Section).

(3) On receipt at the requisitioning unit, the engines are to be brought on charge by the shipping tickets received with the cases, the Accountant Officer will compare the copy of the shipping ticket received with the engines with the copy received by post, and will receipt and return the latter to the F.S.S. Supply Division, VIII AFSC.

d. If the engines are NOT available from USAAF stocks, the F.S.S. Supply Division, VIII AFSC, will advise Air Ministry, E-3, Harrogate, Yorks, and the requisitioning unit accordingly. Air Ministry, E-3, will request the F.S.S. to requisition from USA if stocks in the U.K. are not available within a reasonable period.

(1) Engines dispatched from the USA as a result of action taken by the USAAF under d. above will be delivered to USAAF Air Depot AAF Station 590. Upon receipt, the F.S.S. will notify Air Ministry, E-3, and request disposition instructions after which the consignee will be notified and the F.S.S. will cause dispatch of the engines in accordance with para. c. above.

(2) Should supplies of engines of the type required become available in the meantime to the RAF as a result of normal deliveries, Air Ministry, E-3, will take steps to meet outstanding requisitions and will notify the Field Service Section of the action taken.

e. Inabilities on urgent demands for American engines which are not common-user will be dealt with in accordance with existing RAF arrangements, i.e. Air Ministry, E-3, Harrogate, Yorks, will notify the inability to the requisitioning unit and take necessary action to obtain supply from the USA through the RAF Delegation.

By Command of Major General MILLER:

D.F. GOODRICH,
Colonel, A.C.
Chief of Staff.

OFFICIAL:

BRYAN L. DAVIS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION "C" SUPPLY DIVISION
Plus 25 to Air Ministry.

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SUPPLY

Minutes of Meeting Held 5 May '43 at Hq. AAF
Room 4 C 858, Pentagon Bldg.,
Washington, D. C.

1. Present:

U. S. A. A A F	B R. A. R A F
Brig. Gen. L. T. Miller	AVM F. MacNeece Foster
Brig. Gen. L. P. Whitten	A/Comdr T. G. Bowler
Colonel W. D. Dana	A/Comdr T. E. Drowley
Colonel A. W. Marriner	G/Capt. R. C. Storrar
Colonel I. R. Selby	G/Capt. G. E. Lynwood
Colonel C. D. Stone, III	G/Capt. R. A. Young
Lt. Colonel T. E. Arnold	W/Comdr. R. B. Fleming
Lt. Colonel Edw. R. Diggs, Jr.	
Major W. A. McClintic	Mr. H. A. Jones

2. Purpose:

To discuss the method of implementing agreed policy by which the Army Air Forces are to undertake responsibility for supply of maintenance parts for "common usage" American-built aircraft and aeronautical equipment, operated overseas by allied Air Forces, in all theaters where an Air Service Command has been constituted.

3. Opening Statement:

General Whitten opened the meeting by reviewing briefly the background of the subject for discussion and touched upon an already well-established broad basis for mutual cooperation, to which Air Vice Marshal Foster replied as follows:

> "May I be permitted to say one word on behalf of my British colleagues in thanking General Echols and others for having arranged this conference. I have every hope that we shall come to the most admirable arrangements and conclusions as a result of our meeting. I do want to make clear one point in that I think as far as we are concerned there is no difference of opinion at all as to the objectives to be achieved. Both the United States AAF and the RAF are entirely in accord as to the desirability of having the American AAF assume supply responsibility.
>
> At the same time I would like to add that I am particularly grateful for what the United States Air Forces think of RAF organization as evidenced by the paper which I have before me and which I think is one of the most brilliant reports I have ever read, signed by General Brereton, dealing with the service and operations of our combined Air Forces in the western desert. In this report such generous tribute is paid with regard to assistance that the RAF have been able to render in connection with the advance of the 8th Army that I cannot refrain from mention of it. I know General Arnold has seen this paper.
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> I am grateful to be here and haven't anything further to say except that I have noticed in the past few months the extraordinary growth of cooperation that has grown up between our two services. This is deeply appreciated".

4. Colonel Stone was then called upon for remarks, whereupon, for purposes of clarity, he invited attention to certain advantages of the plan under discussion, together with various pertinent considerations offered for discussion, substantially as follows:

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a. Advantages:

(1) One supply channel for all overseas shipments with consequent reduction and simplification of paperwork.

(2) Control of materiel by Air Forces activities until actually needed by the beneficiary concerned.

(3) Overseas supply concentrated under unified control, eluminating duplication of requirements now found in maintenance of a dual system.

(4) Complete consumption records on American-built aircraft possible.

(5) Over-requisitioning of supplies by beneficiaries will be eliminated.

b. Considerations:

(1) All our theaters do not have equal capacity to "take-over".

(2) Existing, well-established RAF machinery of supply, is working well in the field with adequate trained staffs, and would be seriously disturbed by any sudden transition, which would probably cause material loss of effort.

(3) Necessary Technical and other civilian British personnel to be made available in the field to USAAF within limits of availability upon request of CG of the AF ASC concerned.

(4) Plan already partially under test in the UK, also India and Africa, over a transition period.

(5) Use of British K.T.C. and additional surface transport should be considered.

(6) Special consideration with regard to responsibilities to the non-common use category will preclude creation of difficult problems.

c. Here Colonel Stone in effect restated the purpose of the meeting, indicating he felt the discussion provoked would determine the scope of AAF responsibility and stages in which it should be undertaken, with due regard for varying theater conditions.

5. Discussion of Situation by Theater:

At this juncture it was decided to consider the supply situation insofar as it is known, theater by theater:

a. The United Kingdom: The assumption of responsibility by the ASC of the 8th AF was generally agreed upon a year ago. It was noted, however, that the development of the policy was hindered by reason of certain unexpected factors, particularly in that it became necessary to take both personnel and materiel from the 8th AF in order to assist in the formation of the 12th AF. While at the present time stocks are separately held in this theater, it is intended progressively to lump requisitions on the United States through the 8th AF ASC. Control of all supplies is centralized through the association in the 8th ASC. of the stock control records for both services, thus making it possible for either service to help meet requirements of the other.

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Urgent RAF needs which can not be satisfied from stocks in the UK are cleared through the 8th ASC to the U.S. It was noted that the allocation of reconditioned equipment is now handled under a system of joint British-American control. Repair, it was pointed out, is principally under British control, 3rd and 4th echelon repairs being accomplished by civilian organization facilities which are under direction of the Ministry of aircraft Production. It was noted, however, that the repair agency draws its supply of spares from RAF stocks to begin with, although the scope of such repair may cover engines in use by both services, (and for that matter even the Fleet Air Arm). It was made clear that as long as these agencies are used for repair of American airdraft it will continue to be necessary for equipment requirements to be met by requisition upon organizations under control of the Air Ministry for accountability reasons. It was stated that while substantial quantities such as lack of adequate storage space and personnel conspire to delay unpacking and binning for issue.

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c. Middle East: In the Middle East the meeting was advised that supply is through the independent channel of M.P.O., M.E. to U.S., (Master Provisioning Office, Middle East to United States) while supply to the 9th AF is through the 9th AF ASC. There are at the same time facilities by which each service is in a position to support the other on shortages but repair is controlled almost entirely by the RAF.

d. India: Current cables from this theater were read and it was made plain that the Air Service Command of the 10th AF and the RAF have entered into a mutually satisfactory working agreement by which supplies for both services shall be requisitioned through the ASC, but such requisitions are to be kept separate, being met by means of appropriate project numbers. This equipment for the RAF would be forwarded to the 10th ASC for distribution to be determined locally. Such arrangements are designed to make certain that all supplies held will be readily available to either service. Insofar as 3rd and 4th echelon maintenance is concerned, it was brought out that while the facts are not yet fully known, this question is doubtless closely related to the development of the civilian repair organization which is under the management of the Indian Supply Department. RAF technical and supply officers are established in this organization and it is presumed that these will work in close conjunction with corresponding AAF personnel.

6. Appointment of Joint Supply Planning Staff:

It was agreed unanimously that a Joint Supply Planning Staff be appointed, to consist of representatives from the ASC and the RAF Delegation. This Joint Staff would be located at Dayton and would be charged with responsibility for determination of detailed arrangements necessary in the implementation of the broad policy here agreed upon.

7. Equipment to Which Policy Applies:

a. Generally stated, the policy applies to what is known as "common user equipment". It was mentioned, nevertheless, that in certain theaters the local ASC had defined the term "common user" as being inclusive only of aircraft in common use in the particular theater.

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After discussion, the meeting adopted unanimously the view that "common user" should be interpreted in its widest sense, that is to say of common usage between the two services, regardless of where the aircraft or other equipment may be located; but in reply to the question raised by one of the RAF representatives present, it was plainly indicated that the responsibility of the ASC organizations is limited to items procured by the Army Air Forces and excludes equipment and supplies furnished by the Army Service Forces and which will continue to be obtained under existing arrangements.

b. It was the sense of the meeting that the exact definition of "common usage" and the listing of equipment involved would be the function of the Joint Staff to be located at Dayton, special care being exercised to cover the whole range of items, including ground equipment, armament, and radio.

8. Progressive Assumption of Responsibility:

The meeting was in entire accord that the so-called Planning Staff will be expected to draw up a tentative program to cover the "take-over". This provisional program is to be approved by the individual theater commander in respect to his own jurisdiction before the overall program is put into effect.

9. It was recognized by all present that it would be advantageous if possible for the plan or any portion of it to be made effective simultaneously in all US overseas theaters. It was clearly stated however that "the difficulties of this are appreciated".

10. Some discussion arose as to the merits of a piece-meal "take-over", type by type or classification by classification as against the handing over of responsibility for the full range of supply on one deadline date, as originally suggested by General Frank in his letter in connection with the proposed AAF Regulation 65-____, "Supply of Maintenance Parts for American Built Aircraft and Aeronautical Equipment of Common Usage Operated by Beneficiary Government Air Forces". In this regard Air Commodore Boyler stated that the concensus of opinion as between RAF, UK and the 8th ASC favored a progressive "take-over" by function as the more feasible course. The views of the 8th ASC in this respect were repeated as recently as March 31st of this year when the 8th ASC stated that only on this basis could an adequate staff be organized and trained to shoulder the responsibility for the supply problems and at the same time avoid the risk of a breakdown which might result were the 8th ASC staff overwhelmed by having the whole job to do at one time.

11. Colonel Dana remarked that he preferred the latter course even if it meant delay until various theater commanders are in a position to report ability to go along with the plan.

12. Outstanding Requisitions:

As decided under the agreed program, dates will be fixed for future requirements of each theater to be channeled through the local ASC. It was understood and agreed that the RAF would process and complete action on all requisitions outstanding as of the "take-over" date, for the theater concerned; and that items on such requisitions would be routed to meet current forwarding instructions of the RAF.

13. Scale of Supply:

Arising out of the discussion of the fact that obviously RAF policy is to undertake a greater measure of repair than the AAF it was agreed that all requests for supplies approved by a theater commander

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would be met on the basis of common policy, (VIDE Case 1850 and the work of the British-American provisioning teams").

14. Forward Mobile Supply Channels:

A/Comdr Bowler invited attention to that part of the proposed Regulation 65-____ which would require RAF user units in a theater to requisition from the nearest AAF supply point. A/Comdr Bowler suggested that such a requirement might have "a hampering effect upon the mobility of RAF squadrons". Accordingly the paragraph in question was revised to the satisfaction of all concerned. In this connection A/Comdr Bowler mentioned, that it had been agreed between the 8th AF ASC and the Air Ministry that "under the ultimate policy bulk supply for RAF "front-line" maintenance should be drawn through the ASC base depots and distributed through the RAF supply organization". No objection was raised by AAF representatives to the application of similar practice in all theaters. It would, however, be the responsibility of the theater commander to enter into mutually agreeable arrangements in his own theater to provide under RAF control a proper supply channel to RAF "front-line" units to meet not only local conditions but future operational requirements.

15. Interchange of Data:

It was agreed that the D of E and the ASC would exchange all necessary data.

16. Application of Policy to Various Theaters:

It was suggested that it might be well to call representatives from the various theaters to discuss detailed arrangements as affecting their respective theaters. After some discussion, however, it was generally considered that while such a course of action is altogether desirable, it is not to be regarded as essential. In this respect, Colonel Stone called attention to the long distances to be traveled and the fact that senior supply officers could not well be spared from their proper functions at this time. This led to consideration of the manner in which policy in various theaters should be implemented. As the matter now stands, insofar as the UK is concerned, the position seems to be that the Air Ministry is awaiting the next move of the 8th ASC. In Northwest Africa development of the policy appears to be proceeding in a most satisfactory manner at the moment. Specific direction as to the definition of "common usage" will be necessary. In the Middle East a high degree of cooperation already obtains. A cable received was read showing that the joint opinion of both services was that transfer of responsibility could not be contemplated before next September. As for India, all present recognized that the current joint proposals for that theater were to some extent contrary to policy and should be a "'rolled up' demand for both services followed by composite shipments to meet all needs". It was appreciated quite fully that local conditions in India necessitated some variation from overseas policy elsewhere. This would mean that the 10th ASC would handle supply requisitions of the RAF and that shipment from the United States would be made under separate project numbers. Colonel Dana explained that his office is prepared to pack under project numbers to meet the expressed needs of the 10th ASC.

17. Draft of Proposed AAF Regulation 65-____:

a. As a result of the foregoing discussions the meeting considered in detail the draft of AAF Regulation 65-____ and agreed to its amendment accordingly. Certain details, such as the definition of "common usage" to be left to the Joint Staff at Dayton to determine. The proposed regulation as amended, it was agreed, is expected to read substantially as follows:

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A.A.F. REGULATION)
NO. 65-)

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65-____
WAR DEPARTMENT
HEADQUARTERS, ARMY AIR FORCES
WASHINGTON, D. C.

SUPPLY AND MAINTENANCE

Supply of Maintenance Parts for American Built Aircraft and Aeronautical Equipment of Common Usage Operated by Beneficiary Government Air Forces

1. The Air Service Command of the Army Air Forces will be responsible for the procurement, storage and distribution of maintenance parts, accessories and equipment of common usage required by the Beneficiary Governments for the operation of American-built aircraft, in every theater where an Air Service Command of the Army Air Forces is constituted. The following action will be placed into effect in addition to present regulations governing overseas supply of Army Air Forces organizations:

a. Maintenance parts for the support of future allocations of aircraft to Beneficiary Governments will be made in accordance with A.A.F. Regulation 65-12, insofar as normal range of maintenance parts for airplanes, engines, and accessories are concerned and in conformity with the provisions of J.A.C. Case 1850 insofar as production complies with such.

b. Additional requirements for maintenance parts, supplies and equipment required by Beneficiary Governments for the operation of all common types of American-built aircraft, regardless of time of delivery to the Beneficiary Government, will be obtained under arrangements as determined by the two services in the theater concerned.

c. It will be the responsibility of the Air Service Command concerned to supply all items which are required by Beneficiary Governments operating American equipment. Those items which cannot be supplied will be edited and extracted through designated supply channels to the Commanding General, Headquarters, Air Service Command, Patterson Field, Fairfield, Ohio.

d. Future shipments of all maintenance parts, supplies and equipment will be made direct by the Air Service Command to the supply points designated by the A.A.F. Service Commanders of the several theaters who will in turn issue the items as required.

e. All issues of maintenance parts, supplies and equipment at the several issuing points to Beneficiary Governments will be covered by AAF Form 81, 82 or 104, whichever is appropriate, and such forms will be properly noted as "Lend-Lease" and will be signed for by a properly authorized representative of the Beneficiary Government concerned. One signed copy of the above transactions will be routed through supply channels to the Commanding General, Headquarters Air Service Command, Patterson Field, Fairfield, Ohio.

2. The following exceptions in the above will be made:

a. Beneficiary Government requisitions for Embodiment Loan and other equipment for installation in foreign manufactured airplanes, engines and propellers or other equipment will be processed in accordance with present procedure.

b. Equipment and supplies furnished by the ASF will be obtained in accordance with existing procedure.

b. With reference to Para. 1 e. above the Lend-Lease authorities are to be apprised.

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18. A/Comdr Bowler stated that before adjournment he would like to make reference to the matter of Air Vice Marshal Foster's letter to General Hanley requesting that further consideration be given the RAF's desire for establishment of a British controlled depot in the U.S. The benefits from the establishment of such an installation would continue to be obtained even after the RAF had assumed responsibility for supply of maintenance parts for American-built aircraft. During the course of the brief discussion on this subject mention was made of the comparable depot which has been established in Philadelphia through the Navy Department. Colonel Dana expressed the opinion that the present system of moving spares from contractors to United Nations Depots is functioning uniformly well for all beneficiary governments concerned, an RAF Delegation representative being stationed at each depot to assist in expediting the movement of spares and that supplies are moved from the contractors directly to the United Nations Depot before overseas shipment to comply with war-shipping administration requirements. Those present were informed that it is presently contemplated that the system of supply of spares to the RAF for current allocated aircraft will shortly be on the same basis as spare parts supplies to the Army Air Forces, ie., by means of Tables I - IV inclusive. It was concluded, therefore, that the establishment "of a clearing house devoted to British deliveries of aircraft supplies as proposed is inadvisable at the present time", although it was agreed to review the matter at a later date, if the RAF request such review.

There being no further business, meeting was adjourned at 1750 hours.

EDW. R. DIGGS, Jr.,
Lt. Colonel, A.C.
Project Officer,
Supply & Service Div., M.M.&D

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Minutes of Meeting Held 5 May '43 at Hq. AAF
Room 4 C 858, Pentagon Bldg.,
Washington, D. C.

1. Present:

U. S. A A F	B R. R A F
Brig. Gen. L. T. Miller	AVM F. MacNeece Foster
Brig. Gen. L. P. Whitten	A/Comdr T. G. Bowler
Colonel W. D. Dana	A/Comdr T. E. Drowley
Colonel A. W. Marriner	G/Capt. R. C. Storrar
Colonel I. R. Selby	G/Capt. G. E. Lynwood
Colonel C. B. Stone, III	G/Capt. R. A. Young
Lt. Colonel T. E. Arnold	W/Comdr. R. B. Fleming
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2. Purpose:

To discuss the method of implementing agreed policy by which the Army Air Forces are to undertake responsibility for supply of maintenance parts for "common usage" American-built aircraft and aeronautical equipment, operated overseas by allied Air Forces, in all theaters where an Air Service Command has been constituted.

3. Opening Statement:

General Whitten opened the meeting by reviewing briefly the background of the subject for discussion and touched upon an already well-established broad basis for mutual cooperation, to which Air Vice Marshal Foster replied as follows:

> "May I be permitted to say one word on behalf of my British colleagues in thanking General Echols and others for having arranged this conference. I have every hope that we shall come to the most admirable arrangements and conclusions as a result of our meeting. I do want to make clear one point in that I think as far as we are concerned there is no difference of opinion at all as to the objectives to be achieved. Both the United States AAF and the RAF are entirely in accord as to the desirability of having the American AAF assume supply responsibility.
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> At the same time I would like to add that I am particularly grateful for what the United States Air Forces think of RAF organization as evidenced by the paper which I have before me and which I think is one of the most brilliant reports I have ever read, signed by General Brereton, dealing with the service and operations of our combined Air Forces in the western desert. In this report such generous tribute is paid with regard to assistance that the RAF have been able to render in connection with the advance of the 8th Army that I cannot refrain from mention of it. I know General Arnold has seen this paper.
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> I am grateful to be here and haven't anything further to say except that I have noticed in the past few months the extraordinary growth of cooperation that has grown up between our two services. This is deeply appreciated".

4. Colonel Stone was then called upon for remarks, whereupon, for purposes of clarity, he invited attention to certain advantages of the plan under discussion, together with various pertinent considerations offered for discussion, substantially as follows:

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(1) One supply channel for all overseas shipments with consequent reduction and simplification of paperwork.

(2) Control of materiel by Air Forces activities until actually needed by the beneficiary concerned.

(3) Overseas supply concentrated under unified control, eluminating duplication of requirements now found in maintenance of a dual system.

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c. Here Colonel Stone in effect restated the purpose of the meeting, indicating he felt the discussion provoked would determine the scope of AAF responsibility and stages in which it should be undertaken, with due regard for varying theater conditions.

5. Discussion of Situation by Theater:

At this juncture it was decided to consider the supply situation insofar as it is known, theater by theater:

a. The United Kingdom: The assumption of responsibility by the ASC of the 8th AF was generally agreed upon a year ago. It was noted, however, that the development of the policy was hindered by reason of certain unexpected factors, particularly in that it became necessary to take both personnel and materiel from the 8th AF in order to assist in the formation of the 12th AF. While at the present time stocks are separately held in this theater, it is intended progressively to lump requisitions on the United States through the 8th AF ASC. Control of all supplies is centralized through the association in the 8th ASC. of the stock control records for both services, thus making it possible for either service to help meet requirements of the other.

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8. Progressive Assumption of Responsibility:

The meeting was in entire accord that the so-called Planning Staff will be expected to draw up a tentative program to cover the "take-over'". This provisional program is to be approved by the individual theater commander in respect to his own jurisdiction before the overall program is put into effect.

9. It was recognized by all present that it would be advantageous if possible for the plan or any portion of it to be made effective simultaneously in all US overseas theaters. It was clearly stated however that "the difficulties of this are appreciated".

10. Some discussion arose as to the merits of a piece-meal "take-over", type by type or classification by classification as against the handing over of responsibility for the full range of supply on one deadline date, as originally suggested by General Frank in his letter in connection with the proposed AAF Regulation 65-_____ "Supply of Maintenance Parts for American Built Aircraft and Aeronautical Equipment of Common Usage Operated by Beneficiary Government Air Forces". In this regard Air Commondore Bowler stated that the concensus of opinion as between RAF, UK and the 8th ASC favored a progressive "take-over" by function as the more feasible course. The views of the 8th ASC in this respect were repeated as recently as March 31st of this year when the 8th ASC stated that only on this basis could an adequate staff be organized and trained to shoulder the responsibility for the supply problems and at the same time avoid the risk of a breakdown which might result were the 8th ASC staff overwhelmed by having the whole job to do at one time.

11. Colonel Dana remarked that he preferred the latter course even if it meant delay until various theater commanders are in a position to report ability to go along with the plan.

12. Outstanding Requisitions:

As decided under the agreed program, dates will be fixed for future requirements of each theater to be channeled through the local ASC. It was understood and agreed that the RAF would process and complete action on all requisitions outstanding as of the "take-over" date, for the theater concerned; and that items on such requisitions would be routed to meet current forwarding instructions of the RAF.

13. Scale of Supply:

Arising out of the discussion of the fact that obviously RAF policy is to undertake a greater measure of repair than the AAF it was agreed that all requests for supplies approved by a theater commander

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would be met on the basis of common policy, (VIDE Case 1850 and the work of the British-American provisioning teams").

14. Forward Mobile Supply Channels:

A/Comdr Bowler invited attention to that part of the proposed Regulation 65-____ which would require RAF user units in a theater to requisition from the nearest AAF supply point. A/Comdr Bowler suggested that such a requirement might have "a hampering effect upon the mobility of RAF squadrons". Accordingly the paragraph in question was revised to the satisfaction of all concerned. In this connection A/Comdr Bowler mentioned, that it had been agreed between the 8th AF ASC and the Air Ministry that "under the ultimate policy bulk supply for RAF "front-line" maintenance should be drawn through the ASC base depots and distributed through the RAF supply organization". No objection was raised by AAF representatives to the application of similar practice in all theaters. It would, however, be the responsibility of the theater commander to enter into mutually agreeable arrangements in his own theater to provide under RAF control a proper supply channel to RAF "front-line" units to meet not only local conditions but future operational requirements.

15. Interchange of Data;

It was agreed that the D of E and the ASC would exchange all necessary data.

16. Application of Policy to Various Theaters:

It was suggested that it might be well to call representatives from the various theaters to discuss detailed arrangements as affecting their respective theaters. After some discussion, however, it was generally considered that while such a course of action is altogether desirable, it is not to be regarded as essential. In this respect, Colonel Stone called attention to the long distances to be traveled and the fact that senior supply officers could not well be spared from their proper functions at this time. This led to consideration of the manner in which policy in various theaters should be implemented. As the matter now stands, insofar as the UK is concerned, the position seems to be that the Air Ministry is awaiting the next move of the 8th ASC. In Northwest Africa development of the policy appears to be proceeding in a most satisfactory manner at the moment. Specific direction as to the definition of "common usage" will be necessary. In the Middle East a high degree of cooperation already obtains. A cable received was read showing that the joint opinion of both services was that transfer of responsibility could not be contemplated before next September. As for India, all present recognized that the current joint proposals for that theater were to some extent contrary to policy and should be a "'rolled up' demand for both services followed by composite shipments to meet all needs". It was appreciated quite fully that local conditions in India necessitated some variation from overseas policy elsewhere. This would mean that the 10th ASC would handle supply requisitions of the RAF and that shipment from the United States would be made under separate project numbers. Colonel Dana explained that his office is prepared to pack under project numbers to meet the expressed needs of the 10th ASC.

17. Draft of Proposed AAF Regulation 65-____:

a. As a result of the foregoing discussions the meeting considered in detail the draft of AAF Regulation 65-____ and agreed to its amendment accordingly. Certain details, such as the definition of "common usage" to be left to the Joint Staff at Dayton to determine. The proposed regulation as amended, it was agreed, is expected to read substantially as follows:

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65-____

A.A.F. REGULATION)
NO. 65-)

CONFIDENTIAL WAR DEPARTMENT
HEADQUARTERS, ARMY AIR FORCES
WASHINGTON, D. C.

SUPPLY AND MAINTENANCE

Supply of Maintenance Parts for American Built Aircraft and Aeronautical Equipment of Common Usage Operated by Beneficiary Government Air Forces

1. The Air Service Command of the Army Air Forces will be responsible for the procurement, storage and distribution of maintenance parts, accessories and equipment of common usage required by the Beneficiary Governments for the operation of American-built aircraft, in every theater where an Air Service Command of the Army Air Forces is constituted. The following action will be placed into effect in addition to present regulations governing overseas supply of Army Air Forces organizations:

a. Maintenance parts for the support of future allocations of aircraft to Beneficiary Governments will be made in accordance with A.A.F. Regulation 65-12, insofar as normal range of maintenance parts for airplanes, engines, and accessories are concerned and in conformity with the provisions of J.A.C. Case 1850 insofar as production complies with such.

b. Additional requirements for maintenance parts, supplies and equipment required by Beneficiary Governments for the operation of all common types of American-built aircraft, regardless of time of delivery to the Beneficiary Government, will be obtained under arrangements as determined by the two services in the theater concerned.

c. It will be the responsibility of the Air Service Command concerned to supply all items which are required by Beneficiary Governments operating American equipment. Those items which cannot be supplied will be edited and extracted through designated supply channels to the Commanding General, Headquarters, Air Service Command, Patterson Field, Fairfield, Ohio.

d. Future shipments of all maintenance parts, supplies and equipment will be made direct by the Air Service Command to the supply points designated by the A.A.F. Service Commanders of the several theaters who will in turn issue the items as required.

e. All issues of maintenance parts, supplies and equipment at the several issuing points to Beneficiary Governments will be covered by AAF Form 81, 82 or 104, whichever is appropriate, and such forms will be properly noted as "Lend-Lease" and will be signed for by a properly authorized representative of the Beneficiary Government concerned. One signed copy of the above transactions will be routed through supply channels to the Commanding General, Headquarters Air Service Command, Patterson Field, Fairfield, Ohio.

2. The following exceptions in the above will be made:

a. Beneficiary Government requisitions for Embodiment Loan and other equipment for installation in foreign manufactured airplanes, engines and propellers or other equipment will be processed in accordance with present procedure.

b. Equipment and supplies furnished by the ASF will be obtained in accordance with existing procedure.

b. With reference to Para. 1 e. above the Lend-Lease authorities are to be apprised.

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18. A/Comdr Bowler stated that before adjournment he would like to make reference to the matter of Air Vice Marshal Foster's letter to General Hanley requesting that further consideration be given the RAF's desire for establishment of a British controlled depot in the U.S. The benefits from the establishment of such an installation would continue to be obtained even after the RAF had assumed responsibility for supply of maintenance parts for American-built aircraft. During the course of the brief discussion on this subject mention was made of the comparable depot which has been established in Philadelphia through the Navy Department. Colonel Dana expressed the opinion that the present system of moving spares from contractors to United Nations Depots is functioning uniformly well for all beneficiary governments concerned, an RAF Delegation representative being stationed at each depot to assist in expediting the movement of spares and that supplies are moved from the contractors directly to the United Nations Depot before overseas shipment to comply with war-shipping administration requirements. Those present were informed that it is presently contemplated that the system of supply of spares to the RAF for current allocated aircraft will shortly be on the same basis as spare parts supplies to the Army Air Forces, ie., by means of Tables I - IV inclusive. It was concluded, therefore, that the establishment "of a clearing house devoted to British deliveries of aircraft supplies as proposed is inadvisable at the present time", although it was agreed to review the matter at a later date, if the RAF request such review.

There being no further business, meeting was adjourned at 1750 hours.

EDW. R. DIGGS, Jr.,
Lt. Colonel, A.C.
Project Officer,
Supply & Service Div., M.M.&D

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September 9, 1941

Recommendations of Committee of Training Officers

Chief, Maintenance Command
Wright Field
Dayton, Ohio

In accordance with verbal instructions received, the following Committee met and has completed its recommendations, concerning the training program for the Air Corps Maintenance Command:

Maj. R. J. Minty, A.C., OAD
Maj. A. T. Economy, A.C., SAAD
Capt. R. E. Hollis, A.C., FAD
Capt. H. A. Pelton, A.C., MAD
Lt. K. W. Dech, A.C., SAD

It is desired to recognize the help which was received from the following list of Personnel who, for one reason or another, were required to stay at Fairfield Air Depot during the meetings of this Committee:

Maj. H. D. Butler, OCAC
Mr. Earl Brocks, OCAC
Mr. George S. Sanders, U.S. Dept. of Education
Mr. W. F. Woolley, SAD
Mr. C. C. Minty, OAD

This Committee has considered and made recommendations concerning the following four subjects, which were assigned to it and certain other additional matters which came up during the conference and on which the Committee felt it was desirable to make certain recommendations:

1. List of Occupational Analyses.
2. Tentative Training Directive.
3. Depot Training Complement of Civilian Personnel.
4. Proposed Periodic Depot Training Progress Report.

Note: The third subject has been incorporated into the Tentative Training Directive.

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OCCUPATIONAL ANALYSES

There follow two lists of air depot occupations which it is recommended be subjected to occupational analysis. Those which compose the primary list are considered to be most immediately imperative for preparation. The secondary list should suffer no more delay than necessary in expediting the first list.

It is further recommended:

(1) That the occupations be assigned to the several Air Depots for analysis as indicated in this listing.

(2) That this program is not to be considered as intended to cancel, delay, or retard such emergency analyses and programs of instruction as are required at each air depot between the present time and the final completion of these analyses.

(3) That each depot be directed to forward to the Maintenance Command the initial breakdown into jobs or operations as soon as completed.

(4) That further analyses of jobs or operations be sent in to the Maintenance Command by jobs as soon as each job is completed.

(5) That every effort be made to expedite the final comments and approval of these analyses in order that they may be printed in final form and distributed to the various air depots by the Maintenance Command as soon as practical and in sufficient numbers to provide one copy for the use of each trainee and instructor in the craft.

Primary List

Recommended Depot Assignment	Occupations Selected for Analysis	Comment
Fairfield	Aircraft Machinist Aircraft Disassembly & Cleaning Mechanic	
Middletown	Aircraft Engine Overhaul Mechanic Aircraft Carburetor Mechanic	(including block test and preparation for storage)

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	Aircraft Fuselage Accessories Mechanic	
	Aircraft Fuselage Assembly Mechanic	
	Aircraft Final Assembly Mechanic	
Ogden	Aircraft Sheet Metal Mechanic	
	Aircraft Welder	
	Aircraft Propellor Mechanic	(including installation and removal)
Sacramento	Aircraft Instrument Mechanic	(including installation and removal)
	Aircraft Heat Treater	
	Aircraft Wire & Cable Mechanic	
San Antonio	Aircraft Electricity and Radio Mechanic	
	Aircraft Hydraulic Equipment Mechanic	(including repair, service and maintenance of landing gear, brakes, hydraulic struts and tubing)
	Aircraft Leather & Canvas Worker *	*(including parachute packing, inspection and repair)

Secondary List

Fairfield	Aircraft Glass and Plastics Worker
	Aircraft Pattern Maker
Ogden	Aircraft Paint and Dope Worker
	Aircraft Woodworker
Sacramento	Electroplater

It is also recommended that an analysis be made for an aircraft armament and fire control mechanic. Due to the nature of the material

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involved, it is recommended that this analysis be made at the Materiel Division and all documents pertaining to it be given the proper classification.

Certain occupations, such as Flight Test Mechanics, will require a course made up of a selection of material from several of the various analyses plus a certain amount of special material for that occupation. These courses should be made up locally at each Depot and a copy furnished to the Maintenance Command and the other Air Depots for their information.

TRAINING DIRECTIVE

There is attached to this letter a Proposed Training Directive for the Maintenance Command.

DEPOT TRAINING COMPLEMENT

Included in the Proposed Training Directive will be found the Committee's recommendations concerning a Depot Training Complement of Civilian Personnel.

PROPOSED PERIODIC DEPOT TRAINING PROGRESS REPORT

It is recommended that the Maintenance Command prepare suitable forms and reporting procedures to be complied with by the Commanding Officers of the Air Depots in making monthly reports of the status of training activities at the various air depots, such reports to be tabulated by the Maintenance Command and circulated to the Air Depots with appropriate descriptive supplement.

Such reports should include the following information:

1. Number of employees in "off-the-job training" by classifications, including number of training hours in each month for each classification.

2. Breakdown showing the enrollment and various types of training as follows:
   (a) Pre-employment Training.
   (b) Initial Training.
   (c) Training of Personnel already in service, to increase their value to the service.
   (d) Supervisory Training.
   (e) Instructor Training.
   (f) Administrative Training, i.e., training of Officers and, or key civilians in proper administrative methods.

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3. Breakdown showing enrollment in various sources of training as follows:
   (a) Shop training during production hours.
   (b) Shop training after production hours.
   (c) Special training classrooms, laboratories and shops on the reservation.
   (d) Special training classrooms, laboratories and shops off the reservation.
   (e) Established vocational schools or manual training departments of public schools.
4. Enrollment by courses.
5. Number completing courses within the reporting period.
6. Number of instructors broken down to correspond with the breakdown in two and three above.
7. Analysis of promotions, resignations and discharges during the reporting period.

ADDITIONAL RECOMMENDATIONS.

It is further recommended:

1. That each Air Depot, as the analyses assigned to them are completed, should prepare statements of standards for each of the Civil Service classifications in the various occupations as analyzed by that Air Depot. These standards should be prepared in the light of the four factors determined upon by the conference as being the controlling factors in any promotion or re-classification. The factors are as follows:
   (a) Breadth of experience which the employee has had in the occupation for which he is being considered for employment or upgrading. (the time factor is not to control)
   (b) Recommendation from supervisory and instructional personnel.
   (c) Practical work performance (inspection records and practical performance tests on specifically predetermined jobs or operations)
   (d) Objective tests of technical knowledge.

   Note: The relative weights of each of these factors will be determined by the specific position involved.

2. That the Maintenance Command obtain the services of a qualified tests and measurements specialist in trade practices to receive and consider suggestions of the depots as indicated above, and to evaluate, coordinate and recommend for adoption such standards as may result. Also, that this specialist coordinate this project with the proper civil service authorities for the purpose of obtaining their cooperation.

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3. That immediately upon decision by the Maintenance Command to establish a new Depot, an immediate enrollment of workers be made, with the cooperation of the Civil Service, in the newly selected area, and that those enrolled be sent to the nearest operating Depot for instruction and training. When the new Depot is ready to receive them, these individuals should be transferred to the new Depot. Immediate action should be initiated to have the above accomplished for the five new Depots upon which construction has recently been started.

4. That the Maintenance Command establish and administer a program to ascertain and make the best use of "key men" throughout the Maintenance Command by setting up and maintaining an inventory of such personnel as are available at the several depots.

5. That the Maintenance Command develop a uniform employment and training history record form to be used in all transfers, and to be forwarded with other papers at the time of transfer. This card should include such information as the following:

(a) Name
(b) Present Civil Service Classification
(c) Special training
  (1) Vocational or Technical School Training
    (Specific subjects and hours of instruction in each; also grade or rating received)
  (2) Record in Air Depot Training Department
    (Specific subject and hours in each; also grade and rating received)
(d) Employment experience
  (1) Trade or designation and specific jobs.
  (2) Months in each.
(e) Hobbies or special interests
(f) Efficiency ratings and disciplinary record
(g) Physical condition
(h) Preferred assignment
  (1) Work
  (2) Location
(i) Remarks and recommendations

6. That the Maintenance Command arrange for one airplane of each new model to be temporarily assigned with a competent factory representative or competent Air Corps personnel to visit each Air Depot for the purpose of informing and instructing selected personnel at each Air Depot in any new

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type equipment, special features, or unusual overhaul or service problems on that particular model airplane.

7. That manufacturers of any new equipment or accessories which are sufficiently complicated to justify it be requested to supply to each depot necessary descriptive literature, blueprints, and other pertinent materials of information and instruction for use prior to the completion and issue of the A. C. Technical Orders or handbooks.

8. That each training officer prepare a sufficient number of copies of the subject matter presented to the conference and send these copies to the Maintenance Command and to the Training Officer of each Air Depot provided that copies were not so distributed at the time of the conference.

9. That the Maintenance Command initiate a News Letter or other similar publication to be circulated within the Maintenance Command for the purpose of keeping all personnel interested in training up-to-date concerning new developments, methods, forms, materials, mock-ups, etc., at each of the operating depots.

10. That appropriate action be taken to facilitate the obtaining of Air Corps Technical Manuals, pertinent Technical Orders and other textual materials considered helpful in instruction and not now readily available.

11. That another conference of the Training Officers be arranged for in approximately ninety days.

R. J. MINTY
Major, Air Corps,
Chairman.

A. T. Economy
Major, Air Corps

R. E. Hollis
Captain, Air Corps

H. A. Pelton
Captain, Air Corps

K. W. Dech
Lieut., Air Corps

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Martin P. Claussen
Historical Division
AAF Hqs.
Room 6-737
Gravelly Pt., Va.
(ext. 71915)

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401 (Supply Plans)

MAY 4 1943

SUPPLY FILE

AFDBS-4-D
EBB/eac/4300
5/3/43

MEMORANDUM FOR THE COMMANDING GENERAL, ARMY SERVICE FORCES:

Subject: Supply Plan For Troop Carrier Operational Training Units.

1. Reference is made to War Department Memorandum No. W700-17-43, subject, "Supply of Table of Basic Allowances Equipment Furnished by Army Service Forces for Army Air Forces, Particularly Operational Training Units and Replacement Training Units."

2. In accordance with paragraph 9(c) of this memorandum, and with the agreement reached with your Headquarters (Colonel Henning, Colonel Pence and Lt. Colonel Berry) there is forwarded herewith for approval a proposed T/A for one Troop Carrier Group being trained at first or second phase stations. (Tabs A,B,C,D,E, & F)

3. It is requested that full T/E allowances for groups entering final phase training be assembled and shipped, for the groups listed, to the stations indicated, by the dates indicated in the attached tabulation of this information. (Tab G)

4. Assemblies for the first two groups entering final phase training after this date have been accumulated by the Troop Carrier Command. When these groups (375th and 403rd) move to final phase stations, their equipment, and the equipment then held by all other Troop Carrier Groups not yet in final phase training will be frozen at Troop Carrier Command stations to apply against the allowances established in the attached T/A. No requisitions for training equipment will be submitted until station shortages and overages have been adjusted within the Troop Carrier Command.

5. Necessary action has been initiated this date to obtain the assignment of an A-5 priority rating for controlled items of equipment required for training. Equipment for units entering final phase training will be furnished in accordance with priorities already assigned these units.

For the Commanding General, Army Air Forces:

S & M FILE UNCL

AFDBS-4
7 Incls.
Tabs A,B,C,
D,E,F,& G.

C. B. STONE, III,
Colonel, Air Corps,
Chief, Supply and Maintenance Branch,
Office of Asst. C/AS, M. M. & D.

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TAB A

SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

Section III - Chemical Warfare Equipment

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Alarm, Gas	ea.	4	1	3
App. Decont., 1½ qt.	ea.	245	32	213
App., Decont., 3 gals.	ea.	32	16	16
Curtain, gasproof, M1	ea.	120	8	112
Kit, HS vapor detector	ea.	4	1	3
Respirator, dust	ea.	1130	16	1114

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TAB B

SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

SECTION IV - ENGINEERING EQUIPMENT

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Compass Watch	ea.	1	0	1
Drafting Equip. Bn.	set	1	1	0
Electric Lighting Eq. 5 KW	set	4	1	3
Glass, Reading 4½" W/Case	ea.	4	2	2
Pen, Lettering w/Guide	set.	1	1	0
Plainmeter, Polar, Nickle Silver W/Case	ea.	1	1	0
Stereoscope, Mag. Mir. W/Binocular & Case	ea.	2	1	1
Tube, Tin, Map Storage 4x39	ea.	12	0	12
Net Camouflage, Cotton Shrimp	ea.			
22 x 22 feet		58	1	57
29 x 29 feet		94	1	93
36 x 44 feet		77	1	76

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SPECIAL TA. . OF ALLOWANCES FOR A TROOP CAR R GROUP

SECTION V - MEDICAL EQUIPMENT

Part I - Individual Equipment

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Brassard, Geneva Convention	ea.	48	0	48
Kit:				
Dental Officer's	ea.	1	0	1
Dental Private's	ea.	1	0	1
Medical Officer's	ea.	9	4	5
Medical NCO'S	ea.	28	4	24
Medical Private's	ea.	9	9	0
Packet, First-Aid Parachute	ea.	1907	16	1891

Part II - Organizational Equipment

Blanket	ea.	64	0	64
Chest, MD No. 60	ea.	1	1	0
Kit:				
First-Aid aeronautic	ea.	572	4	568
First-Aid, motor vehicle	ea.	42	4	38
Litter, Folding	ea.	656	0	656
Physical Exam. Set	set	2	0	2
Squadron Aid Station	ea.	4	4	0

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SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

SECTION VI - ORDNANCE EQUIPMENT

Part I

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Binocular, M3	ea.	3	0	3
Carbine, Cal. .30, M1	ea.	975	240	735
Gun, Submachine Cal. .45	ea.	267	20	247
Holster, M1916	ea.	57	40	17
Holster, pistols, cal. .45		295	35	260
Pistol, auto, cal. .45		352	75	277
Pistol, pyrotechnic, M2 or M8	ea.	52	20	32

TAB D

Part III - Motor Transport Equipment

a. Vehicles

Ambulance, 3/4 ton 4x4	ea.	8	0	8
Bicycle	ea.	104	0	104
Trucks:				
¼ ton 4 x 4	ea.	58	0	58
3/4 ton, 4 x 4 Command	ea.	5	0	5
3/4 ton, 4 x 4 WC	ea.	30	0	30
2½ ton, 6 x 6 w/winch		9	0	9
2½ ton 6 x 6 w/o winch	ea.	8	0	8
Trailer:				
¼ ton, cargo	ea.	38	0	38
1 ton, 2 wheel water tank	ea.	8	0	8
1 ton, 2 wheel cargo	ea.	9	0	9

b. Standard Tools and Equipment

Ax, single bit, 4 lb.	ea.	2	0	2
Cabinet, spare parts type 1	ea.	4	0	4
Rope, tow, 1" diam. 20' long	ea.	5	0	5
Shovel, D-handled, round point	ea.	2	0	2
Tool Set (Comp.w/tools)	set	13	0	13
Pioneer Equip. motor veh. set #1	set	4	0	4
Unit eq., 2nd ech., set #2	set	4	0	4
Set #7	set	4	0	4

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SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

SECTION VII - QUARTERMASTER EQUIPMENT

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Ax, handled, standard grade weight, 4 lbs.	ea.	20	4	16
Bag:				
Canvas, water sterilizing w/cover and hangar	ea.	22	5	17
Canvas, mail, leather bottom top and locking strap		4	0	4
Bar:				
Crow, pinch point, 1¼" x 60	ea.	4	4	0
Wrecking, type D gooseneck 3/4" x 24 inches	ea.	4	4	0
Bucket:				
Galvanized, heavy weight w/o lip 14 qt.	ea.	275	25	250
Canvas, water, 18 qt.	ea.	6	0	6
Can, Corrugated, galvanized, w/cover:				
10 gallon	ea.	13	0	13
16 gallon	ea.	17	0	17
24 gallon	ea.	13	10	3
32 gallon	ea.	13	5	8
Case:				
Canvas, dispatch	ea.	8	0	8
Web, 30 rd. magazine, sub-machine gun Cal. 45 M-1928 A-1	ea.	326	50	276
Chair, folding, wood	ea.	68	20	48
Chest, record, fiber, 19 3/4 x 19 1/2 x 10½ inches	ea.	16	5	11
Clock, Alarm	ea.	13	5	8
Container, water 5 gallon	ea.	99	0	99
Cot, folding canvas	ea.	1498	0	1498
Desk, field, empty, fiber headquarters	ea.	11	1	10
Drum, inflammable liquid (gasoline), steel 5 gal.	ea.	120	0	120
Extinguisher, fire CT 4 qt. pressure type	ea.	52	4	48
File, paper arch, w/o index and cover	ea.	20	10	10
Flag:				
Guidon (bunting)	ea.	4	0	4
Natl. standard, service comp.w/bands, silver case & staff	ea.	1	0	1

TAB F

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SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

SECTION VII - QUARTERMASTER EQUIPMENT

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Flag:				
Silk	ea.	1	0	1
Standard Organization, silk, Army Air Forces	ea.	1	0	1
Fly, tent, wall, large, comp. w/pins and poles	ea.	5	0	5
Glasses, sun, w/case	ea.	91	0	91
Goggles	ea.	58	58	0
Hatchet, broad or bench, width of cutting edge 5½"	ea.	24	4	20
Headnet, mosquito	ea.	11	0	11
Heater, water for range, M 1937	ea.	19	4	15
Hook, brush, handled 11½"	ea.	24	0	24
Kit, sewing	ea.	55	0	55
Lantern:				
Electric, portable, hand	ea.	78	0	78
Gasoline, mantles and pump	ea.	29	0	29
Machete, 18" Blade M 1942	ea.	24	4	20
Machine:				
Computing, listing	ea.	4	0	4
Computing, non-listing	ea.	1	0	1
Duplicating, stencil process hand operated 8 x 13"	ea.	1	0	1
Paper fastening, wire staples	ea.	26	4	22
Outfits:				
Christian faith	ea.	1	0	1
Jewish Faith	ea.	1	0	1
Outfit, Officers mess	ea.	61	0	61
Paulins:				
Canvas, large	ea.	4	0	4
Canvas, small	ea.	4	0	4
Perforater, two hole	ea.	20	4	16
Pick, handled, railroad, 6 to 7 lb.	ea.	8	4	4
Rake, garden, steel 14 teeth	ea.	24	5	19

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SPECIAL TABLE OF ALLOWANCES NOR A TROOP CARRIER GROUP

SECTION VII - QUARTERMASTER EQUIPMENT

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Range, field, M1937, comp. w/equipment:				
1 Unit	ea.	4	4	0
3 Unit	ea.	1	0	1
4 Unit	ea.	4	0	4
Safe, field, key lock	ea.	12	5	7
Seal, official	ea.	1	1	0
Shear, office, bankers 9"	ea.	17	5	12
Saw, crosscut, type L 2 man, 6 ft	ea.	4	0	4
Screen, latrine	ea.	20	5	15
Sheathe, machete, 18" blade M1942	ea.	24	4	20
Shovel, "D" handle, rd point No. 2	ea.	16	0	16
Shovel, general purpose rd. point No. 2	ea.	16	5	11
Sledge, blacksmith, double face 8 lb.	ea.	8	4	4
Sling, color web.	ea.	2	0	2
Stencil outfit, comp. w/figures and letters 1/2 x 1 inch	ea.	4	0	4
Stone, sharpening 6x2x1"	ea.	1	0	1
Stove, cooking, gasoline 2 burner	ea.	52	0	52
Stove, tent, complete	ea.	232	0	232
Table, camp, folding	ea.	68	20	48
Tent:				
Command Post, comp. w/pins and poles	ea.	6	0	6
Squad M 1942, comp. w/pins and poles	ea.	210	0	210
Wall, small, comp. w/fly pins and poles	ea.	16	0	16
Tool set, comp. w/tools carpenters	ea.	4	0	4
Tube, flexible nozzle for refillable gasoline drums		6	0	6

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SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

SECTION VII - QUARTERMASTER EQUIPMENT

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Typewriter:				
Non-portable, 14 inch. carriage	ea.	22	10	12
Non-portable, 11 inch. carriage	ea.	7	4	3
Non-portable, 27 inch. carriage	ea.	1	1	0
Portable w/carrying case	ea.	12	6	6
Whistle, thunderer	ea.	24	24	0

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SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

SECTION VIII - SIGNAL EQUIPMENT

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Antenna, A-58	ea.	8	8	0
Axle, RL-27-A	ea.	8	8	0
Chest, BC-5	ea.	28	8	20
Converter, M-209	ea.	8	8	0
Flashlight, TL-122-A	ea.	977	100	877
Frequency Meter Set SCR-211	ea.	4	4	0
Headset, HS 38	ea.	503	0	503
Headset, HS 33	ea.	36	0	36
Holder, M-167-A	ea.	32	8	24
Key, J-36	ea.	18	0	18
Knife, LC-14-B	ea.	16	0	16
Loudspeaker, LS-3	ea.	13	0	13
Maintenance Equip. ME-7	ea.	4	4	0
Power Unit, PE-75	ea.	12	4	8
Radio Receiver, BC-342	ea.	8	0	8
Radio Set:				
SCR-188-A	ea.	5	4	1
SCR-299	ea.	5	4	1
SCR-284	ea.	4	0	4
SCR-624	ea.	4	4	0
Reel Unit, RL-31	ea.	8	8	0
Stamp, MC-181	ea.	8	8	0
Stationary Set:				
SY-1-B	ea.	4	4	0
SY-2-B	ea.	16	8	8
SY-3-B	ea	4	4	0
Switch board BD-50	ea.	4	4	0
Telegraph Printer Equipment:				
Printer Set EE-97	ea.	8	4	4
Perforator Set TG-23	ea.	4	4	0
Reperforator Set, TC-25	ea.	4	4	0

TAB 4

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SPECIAL TABLE OF ALLOWANCES FOR A TROOP CARRIER GROUP

SECTION VIII - SIGNAL EQUIPMENT

ITEM	UNIT	T/E ALLOWANCE	TRAINING PHASE	SAVING
Telegraph Set, TG-5A	ea.	8	4	4
Telephone, EE-8-A	ea.	120	24	96
Telephone, central office Set TC-12	ea.	4	4	0
Terminal Strip, TM-184	ea.	40	8	32
Test Set:				
EE-65	ea.	4	4	0
IE-16-A	ea.	4	1	3
I-56-A	ea.	4	4	0
I-76	ea.	4	4	0
I-77	ea.	134	8	126
Tool Equipment TE 33	ea.	128	40	88
Tool Equipment TE-50	ea.	4	4	0
Typewriter, MC-88	ea.	13	4	9
Wire:				
W-110 on reels, DR-4	mi.	12	6	6
W-110 on reels, DR-5	mi.	12	6	6
Wrench Equipment, TE-9	ea.	4	4	0

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Unit	Final Phase Station	Deadline for Delivery of Assemblies
434th Troop Carrier Group	Baer Field, Ft. Wayne, Indiana	July 15, 1943
435th " " "	" " " " "	August 15, 1943
436th " " "	" " " " "	September 15, 1943
437th " " "	" " " " "	October 15, 1943
438th " " "	" " " " "	November 15, 1943
439th " " "	" " " " "	November 15, 1943

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SUPPLY DIVISION

RBS/SUP 401 (Supply System)

SUBJECT: Revised Automatic Supply System, Table II

1st Ind. AFDBS-4-A

War Department, Headquarters, Army Air Forces, Washington, D. C.

MAY 17 1943 TO: The Commanding General, Northwest African Air Forces, APO 650, U.S. Army.

1. A copy of the report on Combat Supply Tables Conference with overseas representatives is attached for your information.

2. No change in supplies to North African Theater will be made pending the outcome of a service test of Table II pack-ups as recommended by Combat Supply Tables Conference members in paragraphs D1, D2, and D3.

For the Commanding General, Army Air Forces:

H. B. BENEDICT
Lt. Colonel, Air Corps
Chief, Distribution Section
Office of the Asst. C/AS, M. M. & D.

Incl.
Cy. Report.

S & M FILE (AFDBS-4) ROOM 5D 958

CWF/lb
Written:
5/17/43.

AFDBS-4-A

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WAR DEPARTMENT
Army Service Forces
Office of the Adjutant General
Washington

DBS/StM 401

May 22, 1943.

MEMORANDUM FOR: Chief of the Chemical Warfare Service.
Chief of Engineers.
Chief of Ordnance.
Quartermaster General.
Chief Signal Officer.
Surgeon General.
Commanding General, Tank Automotive Center.

Subject: Supply plan for Army Air Forces fighter operational training units.

Ord 2 Supply Plan

1. Reference is made to Memorandum No. W700-17-43, this office, March 26, 1943, subject, "Supply of Tables of Basic Allowances Equipment Furnished by Army Service Forces for Army Air Forces, Particularly Operational Training Units and Replacement Training Units."

2. All Table of Basic Allowances equipment, except individual equipment and items furnished as bulk credits to the Army Air Forces, will be provided in accordance with the schedule indicated:

Unit	Final phase station	Date of arrival at final phase station
368th Fighter Group	Richmond Army Air Base, Va.	Aug. 1
370th Fighter Group	Westover Field, Chicopee Falls, Mass.	Sept. 1
371st Fighter Group	Richmond Army Air Base, Va.	Sept. 15
373d Fighter Group	Westover Field, Chicopee Falls, Mass.	Oct. 16

3. a. Equipment for each group will include organizational equipment, except vehicles, for one fighter group headquarters (T/O 1-12, July 1, 1942, amended by Change No. 1, Feb. 10, 1943,) and three fighter squadrons (T/O 1-27, July 1, 1942, amended by Changes No. 1, Nov. 23, 1942, and Changes No. 2, Jan. 25, 1943). T/BA 1, July 1, 1942, amended by Changes No. 1, September 25, 1942; Changes No. 2, January 8, 1943; and Changes No. 3, February 11, 1943, will apply.

X 400.34

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b. Organizational equipment will not be furnished these units until arrival at the final phase station.

c. Chiefs of technical services will start at once to accumulate equipment at depots and will ship assembled equipment to final phase station so as to arrive not later than 10 days prior to date of scheduled arrival of unit. Controlled items will be accumulated in accordance with the established priority of the unit.

d. Equipment accumulated and held in depots for these units will be reported as obligated stock.

4. Chiefs of technical services will report to the Commanding General, Headquarters Army Air Forces, Attention, Assistant Chief of Air Staff, Materiel, Maintenance, and Distribution, 15 days prior to scheduled dates shown in paragraph 2, a list of items which cannot be furnished the final phase station by the date of arrival of the unit. An information copy of this report will be sent to the Commanding General, Headquarters, Army Service Forces, Attention, Stock Control Division.

(SPX 400.34 (5-19-43)OB-P-SPDDL-MP-H)

By command of Lieutenant General SOMERVELL:

H. B. LEWIS,
Brigadier General,
Adjutant General.

24-30759

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WAR DEPARTMENT - ARMY AIR FORCES
Office, Asst. Chief of Air Staff, Materiel, Maintenance, and Distribution

DBS/S&M 401
(Requirements)

Inter-Desk Memorandum

TO: Colonel Moreland, Executive Supply & Maintenance Branch Date 3 November 1943

AFDBS-4ES
FOR/pg - 6435

SUBJECT: Army Supply Program.

1. Reference paragraph 1 of IDM dated 2 November 1943 from Colonel Rose regarding the Army Supply Program, a directive was forwarded to the Air Service Command by Radio #198, 2 November, pertaining to the preparation of the Army Supply Program prepared by this Section (Colonel Lehr) and forwarded after proper coordination with Colonel Dellinger's office, General Whitten's office and the Control Office, WM&D to General Meyers for signature. This directive required that the completed Army Supply Program as prepared by the Air Service Command be in this Headquarters prior to January 15, 1944 providing all requirements outlined therein could be met. The Air Service Command was to inform this Headquarters if a delay would be necessary in order to meet these requirements. In this connection a memorandum for the Assistant Chief of Staff, G-4 regarding an extension in time for the publication of Section II from 1 February to about 15 March was prepared and signed by General Meyers, copy of which is attached for reference.

Forrest O. Rieske

FORREST O. RIESKE,
Captain, Air Corps,
Chief, Scheduling Unit.

2 Attachments:
#1 IDM from Col. Rose
#2 Copy of Memo to G-4 — not attached

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M.M.D.-111*A

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DBS/SAM 401
(Requirements)

Colonel Moreland, Executive Supply & Maintenance Branch 3 November 1943

Army Supply Program. AFDBS-4ES
FOR/pg - 6435

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FORREST O. RIESKE,
Captain, Air Corps,
Chief, Scheduling Unit.

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WAR DEPARTMENT - ARMY AIR FORCES
Office, Asst. Chief of Air Staff, Materiel, Maintenance, and Distribution

Inter-Desk Memorandum

TO: Supply & Maintenance Branch
Attn: Col. Moreland
SUBJECT:

Date 2 Nov 1943
EPR/fjw/5866/DBS-1

1. Although you were at the staff meeting yesterday, I wonder if you noticed remark of Colonel Dyson concerning the Army Supply Program. It appeared to me at the time that the Control Office is taking over this function of ours. At the staff meeting this morning, General Meyers announced that he had signed the Army Air Forces Supply Program, as prepared by Colonel Dyson. Can't help but be curious as to who does what. Will you look into this situation? You remember General Meyers stated that we must have the Army Supply Program in prior to 1 February 1944, and my discussions with Colonel Lehr indicated that WDG-4 had concurred in our deferment of this program until 1 February 1944.

2. Have you received any information about the additional staging areas contemplated at Tuscon, Blythe, and Sacramento? ASC say they have no additional equipment, etc., for storage in these places. The TD-24 snow-plow procured by the Air Forces at the present time (as mentioned by General McMullen) is there. Any reason why we shouldn't procure this animal, rather than turn it over to the Ordnance?

ELMER P. ROSE,
Colonel, Air Corps,
Executive.

Encl. #1

From

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M.M.D.#111

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Mr Shea:,
See Mr Bensley on
subject.

SECRET ATTN: AI-ELSUR

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DBS/S&W 401
(Requirements)

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FOR/pg - 6435

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FORREST O. RIESKE,
Captain, Air Corps,
Chief, Scheduling Unit.

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Copy for Supply File

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ELMER P. ROSE,
Colonel, Air Corps,
Executive.

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R&R. #2

FILE UNDER NO. 020 (Functions) 3/26/43

INDEX SHEET

SYNOPSIS

From: asst. ch. of air Staff A-4.

To: Air Inspector thru Base Services.

Subj: Inspection of the administrative activities, Army air Force control and Sect. - Deputed.

DOCUMENT FILED UNDER NO. 333 (Inspections)

See AAF central files

S&M FILE (AFDRS) - ROOM ED 958

INSTRUCTIONS.—Under "Synopsis" make brief entry showing date of communication and from whom received and synopsis sufficient to identify the papers. When these index sheets become numerous under a subject they will be entered on the consolidated index sheet and then destroyed.

3—6642

Q. M. C. Form 351 (Old Form 480)
Revised July 26, 1918

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WAR DEPARTMENT - ARMY AIR FORCES
Office, Asst. Chief of Air Staff, Materiel, Maintenance, and Distribution

Inter-Desk Memorandum

TO: Colonel Benner DBS-1 Date 25 August

SUBJECT: TM 38-403

1. Note that our stuff is exempted.

2. The Army has a Station Supply Manual now.

3. G-4 and the Air Inspector undoubtedly will want to know where is our counterpart. We have the counterpart now in about 500 to 700 AAF and ASC and Control Depot Regulations.

4. Could compile a similar manual with assistance in about 2 months, freeze it and greatly assist the boys in the field by giving them one compact, clear, concise, easily understandable supply manual rather than the heterogeneous conglomerate, 5-foot Elliot Book Shelf that the Station Supply now must maintain while the Air Inspector scans the surface vainly trying to inforce the various and sundry regulations which are now descending on him like the Johnstown flood.

Prepared by Col. Hayward (Wire, Col Benner)

From AEBeesley aeB

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M,M.D.-111

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DBS/S&M/300.7
(TM 38-403)

AFDBS-4-G
AEB/eac/3187
6/26/44

S & M FILE (AFDBS-4) - ROOM 5D 958

War Department Manual TM 38-403 "Station Supply Procedure", revision of ASF Manual 403.

Commanding General,
AAF Tactical Center,
Orlando, Florida

1. ASF Manual 403 "Station Supply Procedure" has been completely revised in order that this manual may be applicable in its entirety for AAF installations within continental United States. It will shortly be published as WD Technical Manual, title as above.

2. The above mentioned manual is to be used as a station supply guide for the receipt, storage and issue of ASF items at all stations except for those items of Signal Corps procurement enumerated in the preface to the manual.

3. The copies of the manual, together with the applicable forms required can be obtained upon requisition to the various Publication Distribution Branches as outlined in AAF Regulation 5-9.

By command of General ARNOLD:

L. D. MORELAND,
Lt. Colonel, Air Corps,
Executive, Supply & Maintenance Branch
Office of Asst. C/AS, M. M. & D.

S & M FILE (AFDBS-4) - ROOM 5D 958

AFDBS-4

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AFDBS-4-G
ARBeesley/eac/3187
6/16/44

MEMORANDUM FOR GENERAL GATES:

Subject: Concurrence in Proposed Manual TM 38-403, Station Supply Procedure.

1. In accordance with the understanding reached at a meeting held in the Office of the War Department General Staff, G-4, 2 March 1944, the Army Service Forces, the Army Air Forces, and the Army Ground Forces have collaborated in preparing the draft of the proposed Manual TM 38-403, Station Supply Procedure.

2. The proposed manual, if approved by the Chief of Staff, will:

a. Provide a uniform procedure throughout the Army Air Forces for the receipt, storage and issue of Army Service Forces material and supplies.

b. Provide for a centralized system of local purchase of Army Service Force items (AAF Reg. 15-97A will extend this local purchase procedure to include AAF material and supplies).

c. Reduce to an absolute minimum the number of copies of requisitions, issue slips, turn-in slips, etc., now required for the receipt, issue and turn-in of military property.

d. Eliminate the numerous voucher registers now required.

e. Authorize the use of the issue slip as a memorandum receipt wherever it is practicable to do so.

f. Eliminate the necessity for initiating reports of survey wherein the money value is less than $10.00, except where intent to defraud the government is apparent.

g. Adopt a procedure for preposting or simultaneous posting for all vouchers.

h. Channel all requests for unauthorized items to the Commanding General, Army Air Forces prior to forwarding to the Army Service Forces for action.

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Memo for Gen. Gates, subj: "Concurrence in Proposed Manual TM 38-403, Station Supply Procedure".

i. Authorize the consolidation of all stock record cards as directed by the Commanding General, Army Air Forces.

j. Authorize the establishment as directed of model stocks.

k. Establish a uniform system of inventorying (closed or open warehouse methods, and adjustment of balances,.

l. Exclude from the procedures of this Manual all AAF technical material and supplies procured by the AAF or issued through AAF supply channels.

m. Authorize the issuance of individual items of equipment to all military personnel under certain conditions and place the responsibility for statement of charges to the officers' pay vouchers upon the individual officer concerned.

n. Provide for the exclusion from the procedures of the manual of all Army Service Force items procured by the Army Service Forces but stored and issued thru Air Service Command depots.

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ABBeesley/eac/3187
6/16/44

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AFDBS-4-G
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6/16/44

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HEADQUARTERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	DDS/SAM 300.7 P. C. (403)

SUBJECT: Revision of ASF Manual 403, Station Supply Procedures.

TO: Management Control, Organizational Planning
THRU: Control Office, M&AD
FROM: AC/AS, M&AD

DATE 20 May 1944

COMMENT NO. 1
AAFIS-AG 400/AJ 3107

1. This Headquarters was directed by the War Department General Staff to hold a conference with Army Service Forces Personnel and submit detail recommendations for revision to ASF Manual 403 in order that this manual may be applicable to Class III installations insofar as ASF items are concerned, and that the complete manual as revised be published as War Department Manual. The deadline date established by the War Department for the placing of the manual into operation is 1 July 1944. It will require approximately 30 days to print the manual and 45 days for the forms required.

2. On or about 1 April 1944 this Division held a conference attended by all special advisors and representatives of Air Forces and Commands. Recommendations submitted were carefully considered and Lt. Colonel McKerley, representing the 3rd Air Force, and Major McLean of the 4th Air Force was designated as Project Officer and the former officer (Lt. Colonel McKerley) was designated as spokesman for this Headquarters. These two officers were on temporary duty for a period of not in excess of 20 days and conferred with Lt. Colonel Decker representing the Commanding General, Army Service Forces.

3. Five (5) copies of the preliminary draft were received in this Headquarters approximately 2 weeks ago for comment. These copies were distributed as follows:

Lt. Colonel McKerley
Major McLean
Finance Office, AAF
Major Myers, Materiel Command
Mr. A. E. Beesley, Supply & Maintenance Branch

4. Lt. Colonel McKerley and Major McLean were again ordered for temporary duty in this Headquarters and a conference was arranged in Army Service Forces, attended by Army Air Forces, representatives as mentioned above in addition to Mr. Odell of Management Control. The Army Service Forces representatives were:

Lt. Colonel Decker, Control Office
Colonel Forbes, Fiscal Director, ASF
2nd, 7th, and 8th Air Service Commands

5. Prior to the above-mentioned conference, the applicable portions of the foreword to the proposed technical manual on Station Supply Procedures were coordinated with the following:

3-1109 A.F.

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"PUT IT IN WRITING"

HEADQUARTERS ARMY AIR FORCES
SUPPLY AND SERVICES DIVISION
SUPPLY AND MAINTENANCE BRANCH

INTER-OFFICE MEMORANDUM No. 958
ACTION COPY - FROM TECH. AND ADMIN. ADVISOR

TO: Col Tissdal DATE _____

_____ CHIEF OF BRANCH	_____ DISTRIBUTION SECTION
_____ EXECUTIVE	_____ MAINTENANCE SECTION
_____ ASST. EXECUTIVE	_____ MARINE SECTION
_____ REQUIREMENTS SECTION	_____ OVERSEAS SECTION
_____	_____ OFFICE SERVICES SECTION

Revised 403
for concurrence n
comment insofar as Ord.
Tabs are changes
by Air Surgeon

Please note
Page 162 994

1

Bewley
3157

Connors
4358

No. 958

/ /
FOLLOW-UP DATE SIGNATURE

REPLY REQUIRED BY FOLLOW-UP DATE. UNLESS NONE INDICATED. USE REVERSE SIDE FOR REPLY.

8 5005-50 8 7370-70 PRINTED BY THE STANDARD REGISTER CO., DAYTON 1, OHIO, U. S. A.

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HEADQU[illegible]TERS ARMY AIR FORCES

ROUTING AND RECORD SHEET

TALLY NO.	
FILE NO.	

SUBJECT: Revision of ASF Manual 403, Station Supply Procedures.

TO: Management Control, Organizational Planning
THRU: Control Office, MM&D
FROM: AC/AS, MM&D

DATE 20 May 1944

COMMENT NO. 1 Cont'd

Air Quartermaster
Air Chemical
Air Ordnance
Air Surgeon

The Air Surgeon was under orders for a field trip and was advised that the applicable portions of the proposed manual will again be coordinated with his office upon the return of Colonel Ledfors. The applicable portions were not coordinated with the Air Communications Equipment Office as reference was made in the proposed manual, Station Supply Procedures to T.M. 38-[illegible]230 covering the method of requisitioning signal items. The special advisors concurred without exception to the forward of the manual which outlines the basic procedures, the remaining of the manual is detail procedures of these basic policies. It was felt that these detail policies should be as prescribed by the representatives of the Air Forces (Lt. Colonel McKerley and Major McLean), since the Air Forces would be the elements affected. The property auditing phrasing of the proposed manual was established in conference with:

Fiscal Director (Colonel Forbes)
Major McClure, Air Finance Office
Major Myers, Special Advisor to Colonel Forbes in AAF

6. No coordination was obtained of the Transportation Division since the manual is at station level only and incoming and outgoing shipments are processed by the local Transportation Officer.

7. Part II, local purchases was inserted without exception as submitted by the Procurement Division (Major Ahlf) and the Budget and Fiscal Officer, Headquarters, Army Air Forces, (Major McGovern).

8. Accordingly, the final draft of the manual has not been coordinated except as noted below and is forwarded herewith recommending approval.

L. P. WHITTEN
Brig. General, U.S. Army
Chief, Air Services Division

CONCURRENCE:
Air Surgeon [illegible]
3rd Air Force [illegible]
4th Air Force [illegible]
Procurement Div. [illegible]
Budget & Fiscal [illegible]
Air Ord. [illegible]
Air Q.M. [illegible]
AIR COMM OFF [illegible]

3-1109 A.F.

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AFDBS-4G
Mr. A. E. Beesley/crs/3187
16 June 1944

DBS/S&M 300.7 (PC TM 38-403)

Subject: Concurrence in the attached draft of proposed manual TM 38-403, Station Supply Procedure.

1st Ind.

HQ Army Air Forces, Washington 25, D. C.

To: Commanding General, Army Ground Forces.

Concur.

For the Commanding General, Army Air Forces:

Incl. n/c

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14 JUN 1944

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF, WAR DEPARTMENT GENERAL STAFF.
Attention: G-4 (Thru Commanding General, Army Air Forces and Commanding General, Army Ground Forces.)

Subject: Concurrence in the attached draft of proposed manual TM 38-403, Station Supply Procedure.

1. In accordance with the understanding reached at a meeting held in the Office War Department General Staff G-4, 2 March 1944, the Army Service Forces, the Army Air Forces, and the Army Ground Forces have collaborated in preparing the attached draft of the proposed manual TM 38-403, Station Supply Procedure.

2. It is requested that this manual be approved for publication as a War Department Manual.

For the Commanding General:

F. M. Smith
for W. D. STYER,
Major General, U.S.A.,
Chief of Staff.

1 Incl.
Draft TM 38-403.

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AFDEC-4G
Mr. A. H. Beesley/crs/3187
16 June 1944

DSS/AAM 300.7 (FC TM 38-403)

Subject: Concurrence in the attached draft of proposed manual TM 38-403, Station Supply Procedure.

1st Ind.
H. Army Air Forces, Washington 25, D. C.

To: Commanding General, Army Ground Forces.

Concur.

For the Commanding General, Army Air Forces:

Incl. n/c

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ARMY SERVICE FORCES
OFFICE OF THE COMMANDING GENERAL
WASHINGTON, D. C.

14 Jun 1944

MEMORANDUM FOR THE DEPUTY CHIEF OF STAFF, WAR DEPARTMENT GENERAL STAFF.
Attention: G-4 (Thru Commanding General, Army Air Forces and Commanding General, Army Ground Forces.)

Subject: Concurrence in the attached draft of proposed manual TM 38-403, Station Supply Procedure.

1. In accordance with the understanding reached at a meeting held in the Office War Department General Staff, G-4, 2 March 1944, The Army Service Forces, the Army Air Forces, and the Army Ground Forces have collaborated in preparing the attached draft of the proposed manual TM 38-403, Station Supply Procedure.

2. It is requested that this manual be approved for publication as a War Department Manual.

For the Commanding General:

/s/ F. M. Smith
F. M. SMITH
Colonel, General Staff Corps,
Asst. to the Chief of Staff, A. S. F.

for W. D. STYER,
Major General, U.S.A.,
Chief of Staff.

1 Incl.
Draft TM 38-403.

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Mr Berley's file

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AFDRB-4G
Mr. A. E. Beesley/crs/3187
16 June 1944

MEMORANDUM FOR GENERAL GATES:

Subject: Concurrence in Proposed Manual TM 38-403, Station Supply Procedure.

1. In accordance with the understanding reached at a meeting held in the Office War Department General Staff, G-4, 2 March 1944, the Army Service Forces, the Army Air Forces, and the Army Ground Forces have collaborated in preparing the draft of the proposed Manual TM 38-403, Station Supply Procedure.

2. The proposed manual, if approved by the Chief of Staff, will:

a. Provide a uniform procedure throughout the Army Air Forces for the receipt, storage and issue of Army Service Forces materiel and supplies.

b. Provide for a centralized system of local purchase of Army Service Force items (AAF Reg. 15-97A will extend this local purchase procedure to include AAF materiel and supplies).

c. Reduce to an absolute minimum the number of copies of requisitions, issue supplies, turn-in supplies, etc., now required for the receipt, issue and turn-in of military property.

d. Eliminate the numerous voucher registers now required and the use of the issue slip as a memorandum receipt wherever it is practicable to do so.

e. Eliminate the necessity for initiating reports of survey wherein the money value is less than $10.00, except where intent to defraud the government is apparent.

f. Adoption of preposting or simultaneous posting record cards of all vouchers.

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AFDB-4G
Mr. A. E. Beesla, crs/3187
16 June 1944

Memo for Gen. Gates, subj: Concurrence in Proposed Manual TM 38-403, Station Supply Procedure, continued:

g. Channel all requests for unauthorized items to the Commanding General, Army Air Forces prior to forwarding to the Army Service Forces for action.

h. Authorize the consolidation of all stock record cards as directed by the Commanding General, Army Air Forces.

i. Authorize the establishment as directed of model stock.

j. Establish a uniform system of inventorying (closed or open warehouse methods, and adjustment of balances).

k. Exclude from the procedures of this Manual all AAF technical materiel and supplies procured by the AAF or issued through AAF supply channels.

l. Authorize the issuance of individual items of equipment to all military personnel under certain conditions and prices, the responsibility for statement of charges to the officers' pay vouchers upon the individual officer concerned.

m. Provide for the exclusion from the procedures of the manual of all Army Service Force items procured by the Army Service Forces but stored and issued through Air Service Command depots.

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AFDSS-4G
Mr. A. E. Beesley/crs/3187
16 June 1944

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Subject: Concurrence in Proposed Manual TM 38-403, Station Supply Procedure.

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2. The proposed manual, if approved by the Chief of Staff, will:

a. Provide a uniform procedure throughout the Army Air Forces for the receipt, storage and issue of Army Service Forces material and supplies.

b. Provide for a centralized system of local purchase of Army Service Force items (AAF Reg. 15-97A will extend this local purchase procedure to include AAF material and supplies).

c. Reduce to an absolute minimum the number of copies of requisitions, issue supplies, turn-in supplies, etc., now required for the receipt, issue and turn-in of military property.

d. Eliminate the numerous voucher registers now required and the use of the issue slip as a memorandum receipt wherever it is practicable to do so.

e. Eliminate the necessity for initiating reports of survey wherein the money value is less than $10.00, except where intent to defraud the government is apparent.

f. Adoption of preposting or simultaneous posting record cards of all vouchers.

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AFDSS-4G
Mr. A. E. Beesle ers/3187
16 June 1944

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(d) The elimination of R/S where the money value is less than $

(e) Adoption of preprinting.

(f) The consolidation of stock record accounts, ~~establishment of AAF~~. establishment of model stocks, the approval of unauthorized deviations to conform to AST, The CG AAF to:

(1) Approve unauthorized deviations to AST for action

(2) Consolidate as deemed of stock record cards

(3) Establishment of model stocks

(g) Uniform simplified system of inventorying (closed or open whse) and adjustment of balances.

(h) The exclusion from the manual of AAF technical material and supplies.

(i) ~~Suppl~~ Prevent slatin

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24 February 1944

Army Service Forces Manual M 403, "Station Supply Procedure"

Air Service Command — This Command interposes no objection to proposed publication of above manual as a technical manual, provided that it specifically contains a statement similar to that contained on page 1 of TM 38-220, 13 May 43, to read as follows: "This manual is applicable to all supply services, except Army Air Forces, located at a particular station. It contains general information which applies to all supply services, except the Army Air Forces for AAF equipment and supplies." This concurrence is limited insofar as it concerns posts, camps and stations (bases) under the command jurisdiction of the Air Service Command. A subdepot and station AAF supply procedures manual has been in preparation by this headquarters for some time, and when used together with M 403 should be of great assistance to station supply at AAF bases. This manual, because of the nature of AAF equipment, will be more comprehensive and complete than the ASF Manual M 403.

First Air Force — Representatives from this headquarters have attended conferences held by various Service Commands relative to the "New Station Supply Procedure" and have observed the plan in actual operation. Subject Manual provides for a reduction in the number of forms used in station supply procedure from 40 to 12 and the number of copies circulated from 120 to 57. Because of this and other benefits, namely the savings in time and personnel which are already manifest where the plan is in operation, it is recommended that the First Air Force be authorized to place the provisions of ASF Manual M 403 into effect at First Air Force installations.

Second Air Force — It is recommended that ASF Manual M 403 be republished as a Technical Manual for use at Air Force Stations. Approval is requested to initiate the Station Supply Procedure in accordance with ASF Manual M 403 at Air Force Stations within the 2nd Air Force.

. ..rd Air Force — The procedures outlined in subject manual are generally concurred in by this Headquarters. Officers of this Air Force, who have visited nearby Class II installations for the purpose of observing these procedures in operation, have been enthusiastic in their favorable reports. This headquarters, though favoring the plan in part, would prefer to withhold all action on changing to the new procedures until such a time as the Commanding General, Army Air Forces, has issued uniform directives covering all phases of the plan peculiar to the Army Air Forces.

Fourth Air Force — Concur with recommendations made by Army Service Forces that subject Manual be republished as a technical manual for use at Class I and II ASF installations and at

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comparable Class III installations of the Army Air Forces. Procedures applicable to Class IV supply installations of ASF and similar Class III installations of AAF are being developed and published as a "Depot Supply Procedure Manual."

AAF Training Command — It is recommended that Station Supply Procedure as set forth in ASF Manual M-403, be adopted for all stations of the training command with certain modifications which have been proven necessary for efficient operation by prolonged study and operations in various pilot schools using this procedure.

AAF Technical Center — It is recommended that a further test be made of this supply procedure over a period of time sufficiently long enough to permit a more thorough test.

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ARMY AIR FORCES
OFFICE, DIRECTOR OF BASE SERVICES
INTER-DESK MEMORANDUM

020

SUPPLY FILE

TO: Brig. Gen. L. P. Whitten

Date: February 1, 1943.

SUBJECT: Transportation.

1. In accordance with your instructions to Colonel Moreland, all key personnel of this Division, both officers and civilians, have been called together and the fact impressed on them that this Division must coordinate all matters pertaining to or involving transportation matters in any way, however small, with Lt. Colonel Boudreau. This matter has been further taken up with Colonel Boudreau and it is believed that such difficulties that have occurred in the past will be rectified.

H. B. BENEDICT
Major, Air Corps
Ass't. Chief, Maint.
and Supply Division

S & M FILE (AFDBS-A) - ROOM 5D 958

From

X-454, A.F.

NOT TO BE SENT OUT OF THE DIRECTORATE OF BASE SERVICES

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SUPPLY FILE

SUBJECT: Reorganization of the Budget and Fiscal Office, Army Air Forces.

RBS/SUP 020. (Functions) FEB 18 1943

TO: Budget and Fiscal Officer **DATE:** Feb. 16, 1943

FROM: Base Services COMMENT NO. 2.
(BBS-4-R)/ FOR:bcm/ 6435

1. In accordance with the request contained in paragraph two of Comment #1, the following information is submitted:

Reference paragraph 2 a -- Forrest O. Rieske, Captain, Air Corps, Maintenance and Supply Division, Base Services, Hqs., Army Air Forces.

Reference paragraph 2 b -- No publications of this nature have been issued by this Directorate.

L. P. WHITTEN
Brig. Gen., U. S. A.

S & M FILE (AFBS-4) ROOM 5D 858

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Reorganization of the Budget and Fiscal Office, Army Air Forces.

Director of Base Services — Feb. 5, 1943

Budget and Fiscal Officer — 1

AWM:DHP:brc:6127

1. As a result of the reorganization of the Budget and Fiscal Office, Army Air Forces, there has been established within the office a new division designated the Field Division. Among other duties the Field Division will be responsible for the following:

a. The inspection of field Budget and Fiscal organizations and records for compliance with established budget and fiscal policies, methods, standards, and procedures and the assisting of such organizations in the carrying out of the fiscal policies and programs of the Army Air Forces, and in the installation and maintenance of budgeting and accounting methods and procedures as developed and prescribed by the Budget and Fiscal Officer, Army Air Forces.

b. The assisting of the Fiscal Division, Budget and Fiscal Office, Army Air Forces, in obtaining reports, schedules, and financial data on the status of allotments, commitments, obligations, and expenditures pertaining to field units and in its appraisal and approval or disapproval of quarterly and other periodic and miscellaneous budgetary requests from such units.

2. For record purposes and in order that proper technical supervision may be accomplished to the greatest advantage and with the minimum of delay, it is requested that the following information be furnished this office as soon as possible:

a. The names, rank, organization, and station of all budget and fiscal officers assigned to duty in your Headquarters and in the headquarters of the lower echelons (Districts, stations, etc.) within the Directorate of Base Services.

b. Copies of all current and future regulations, circulars, letters of instruction, etc., issued by your Headquarters for the establishing and guidance of budget and fiscal officers throughout the Directorate of Base Services. (Future instructions of this nature will be coordinated with this office prior to publication.)

3. Your wholehearted cooperation is solicited in order that the Field

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(Continued)
Reorganization of the Budget and Fiscal Office, Army Air Forces.

Director of Base Services — Feb. 5, 1943

Budget and Fiscal Officer — 1

AWM:DHP:brc:6127

Division may prove of mutual benefit to both the Army Air Forces Directorate of Base Services and this office.

A. W. MARTENSTEIN,
Colonel, Air Corps.

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SUBJECT: Reorganization of the Budget and Fiscal Office, Army Air Forces.

TO: Director of Base Services DATE: Feb. 5, 1943

COMMENT NO. 1.

FROM: Budget and Fiscal Officer AWM:DHP:brc:6127

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b. The assisting of the Fiscal Division, Budget and Fiscal Office, Army Air Forces, in obtaining reports, schedules, and financial data on the status of allotments, commitments, obligations, and expenditures pertaining to field units and in its appraisal and approval or disapproval of quarterly and other periodic and miscellaneous budgetary requests from such units.

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3. Your wholehearted cooperation is solicited in order that the Field Division may prove of mutual benefit to both the Army Air Forces Directorate of Base Services and this office.

A. W. MARTENSTEIN,
Colonel, Air Corps.

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SUBJECT: Reorganization of the Budget and Fiscal Office, Army Air Forces.

TO: Director of Base Services **DATE:** Feb. 5, 1943

COMMENT NO. 1.

FROM: Budget and Fiscal Officer AWM:DHP:brc:6127

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b. The assisting of the Fiscal Division, Budget and Fiscal Office, Army Air Forces, in obtaining reports, schedules, and financial data on the status of allotments, commitments, obligations, and expenditures pertaining to field units and in its appraisal and approval or disapproval of quarterly and other periodic and miscellaneous budgetary requests from such units.

2. For record purposes and in order that proper technical supervision may be accomplished to the greatest advantage and with the minimum of delay, it is requested that the following information be furnished this office as soon as possible:

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b. Copies of all current and future regulations, circulars, letters of instruction, etc., issued by your Headquarters for the establishing and guidance of budget and fiscal officers throughout the Directorate of Base Services. (Future instructions of this nature will be coordinated with this office prior to publication.)

3. Your wholehearted cooperation is solicited in order that the Field Division may prove of mutual benefit to both the Army Air Forces Directorate of Base Services and this office.

A. W. MARTENSTEIN,
Colonel, Air Corps.

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RBS/SUP 020
Functions

Maintenance of Motor Vehicles.

Assistant Chief of Air Staff, A-4 thru:
Organizational Planning
Base Services.

Feb. 16, 1943.

FEB 16 1943 1
RBS-4/AEB:crs/3187

1. Reference is made to the inclosed copy of letter from the Air Service Command dated January 27, 1943 and reply by 1st Indorsement thereto dated February 13, 1943 from this office.

2. It is requested that any action by the Services of Supply to rescind War Department Circular 413, providing for first, second, and third echelon maintenance of motor vehicles, be coordinated with this Directorate prior to publication.

1 Incl.
cy. ltr from ASC w/1st Ind. 2-13-43

L. P. WHITTEN,
Brig. Gen., U.S.A.

(copy of inclosure already in supply file - ltr. and 1st Ind.)

S & M FILE (AFDES-4) - ROOM 5D 958

SUPPLY FILE

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(W95-19-43)

WAR DEPARTMENT
The Adjutant General's Office
Washington 25, D.C.

020

MEMORANDUM)
No. W95-19-43)

ARMY-NAVY FILE (AFDBS-4) - ROOM 5D 958

29 July 1943.

RESPONSIBILITIES OF THE COMMANDING GENERAL, ARMY AIR FORCES, IN CONNECTION WITH OPERATIONS OUTSIDE CONTINENTAL UNITED STATES

Memorandum No. W95-15-43, this office, 22 June 1943, subject as above, is rescinded and the following substituted therefor:

1. The Commanding General, Army Air Forces, is authorized to engage in operations outside the continental limits of the United States in the performance of the following duties and responsibilities:

a. Air transport operations.

(1) Movement by air of all aircraft to destinations outside the continental limits of the United States over such existing routes as he may determine.

(2) Transportation by air over such existing routes as he may determine of personnel, materiel, mail, strategic materials, and other cargoes for all War Department agencies and for any other governmental agencies of the United States or governments of the United Nations, subject to established priorities.

(3) Control, operation, and maintenance of air ports of embarkation and intransit depots which have been assigned to the jurisdiction of the Commanding General, Army Air Forces, and which are necessary or incidental to such movement and transportation.

(4) Training activities at such locations as may be approved by the War Department incidental or necessary to the ferrying and air transport activities referred to above.

(5) Control, operation, and maintenance of base facilities presently controlled by or hereafter assigned to the Air Transport Command.

(6) Provision of personnel, facilities, equipment, and services, including weather, flight control, maintenance, supply and servicing of aircraft, messing, housing, and security required for the operations described above when such personnel, facilities, equipment, and services are not furnished by theater or defense commanders pursuant to Memorandum No. W95-6-43, this office, 26 February 1943, subject, "Air Transport Operations."

b. Jurisdiction and control of Ladd Field, Fairbanks, Alaska, subject to the provisions of letter, this office, AG 320.2 (10-8-42)OB-I-AF-M, 25 October 1942.

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(W95-19-43)

c. Cold weather testing detachment operations with headquarters at Ladd Field, Fairbanks, Alaska, as provided in letter, this office, AG 353 (8-21-42)MR-M-AF, 25 August 1942.

d. Operations of detachments of the 136th Signal Radio Intelligence Company.

e. Operation of a continuous system of signals communications including navigational aids along ferry and air transport routes. In this connection the provisions of AR 95-200, 18 November 1942, will apply, except that the communications areas referred to in paragraph 3b thereof will be so organized that no two such areas will fall within a single theater or defense command or major subdivision thereof without the approval of the War Department. Communications facilities in oversea theaters, including navigational aids now operated by the Army Airways Communications System, which are not for the purpose of serving those air transport operations that are under the control of the Commanding General, Army Air Forces, will be assigned to the theater concerned, provided that when a theater commander so recommends, such of these stations as he may designate will, upon approval of the War Department, become an additional responsibility of the Commanding General, Army Air Forces.

2. The Air Transport Command outside the continental limits of the United States will consist of area commands (presently designated as wings) so determined that no two such area commands will fall within a single theater or defense command, or major subdivision thereof, except with the approval of the War Department.

3. Flight control, including weather facilities within oversea theaters, will normally be organized into regions with boundaries coterminus with the boundaries of the theaters and assigned to the theater concerned. In this connection the provisions of paragraph 7, Memorandum No. W95-6-43, will apply, except as pertains to communications facilities.

4. The Commanding General, Army Air Forces, will prescribe through the medium of technical publications, such as technical orders, supply catalogs, and handbooks, the technical methods and procedures for the operation, supply, maintenance, and repair of aircraft and equipment peculiar to the Army Air Forces.

(AG 321.011 (13 Jul 43)AF-MB-E)

By order of the Secretary of War:

J. A. ULIO,
Major General,
The Adjutant General.

DISTRIBUTION:
A.

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SUPPLY FILE

TO: Supply & Maintenance Branch DATE: 2 Nov 1943

ATTN: Colonel ~~Moreland~~ Rose EPR/fjw/5866/DBS-1

1. Although you were at the staff meeting yesterday, I wonder if you noticed remark of Colonel Dyson concerning the Army Supply Program. It appeared to me at the time that the Control Office is taking over this function of ours. At the staff meeting this morning, General Meyers announced that he had signed the Army Air Forces Supply Program, as prepared by Colonel Dyson. Can't help but be curious as to who does what. Will you look into this situation? You remember General Meyers stated that we must have the Army Supply Program in prior to 1 February 1944, and my discussions with Colonel Lehr indicated that WDG-4 had concurred in our deferment of this program until 1 February 1944.

2. Have you received any information about the additional staging areas contemplated at Tuscon, Blythe, and Sacramento? ASC say they have no additional equipment, etc., for storage in these places. The TD-24 snow plow is procured by the Air Forces at the present time (as mentioned by General McMullen). Is there. Any reason why we shouldn't procure this animal, rather than turn it over to the Ordnance?

ELMER P. ROSE
Colonel, Air Corps
Executive

DATE: 5 November 1943

1. The Ordnance Department has been given purchase responsibility for the T-24 (M-29) snow tractor through action of the Procurement Assignment Board, there being several using Services with requirements for this type vehicle, as well as the Navy. Air Force requirements for this vehicle will be satisfied in the same manner in which general issue motor vehicles and tractors are supplied, i.e. Tables of Equipment, T/BA.

S & M FILE (AFDBS-4) - ROOM 5D 958

H. B. BENEDICT
Lt. Colonel, Air Corps
Chief, Distribution Section
Office of the Asst. C/AS, M, M & D.

X 401
X 4138 (19-12-5)

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TO BE RETURNED TO
HISTORICAL DIVISION
A.G.O.

Minutes of Meeting of Asst
Natural & Services
Planning Bd. 5 of Jul 1916.

P.R.C.

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8

MINUTES OF MEETING OF AAF MATERIEL AND SERVICES PLANNING BOARD

TIME: 1330 - 5 April 1946

PLACE: Room 5E-871

PRESENT: Brig. General R. C. Coupland - Chairman
Colonel H. C. Porter - Executive Secretary

Brig. General Robert Kauch - AFDIN
Colonel E. M. Hampton - Deputy A-4, Plans & Administration
Colonel K. H. Tando - AFDFI
Colonel Henry J. Hoeffer - AFDAE
Colonel E. T. McCullough - AFDAQ
Colonel J. A. Morris - AFDBS
Lt. Colonel D. D. Bode' - AFDCH
Lt. Colonel R. W. Rogers - AFDAE
Lt. Colonel W. W. Dalton - AFDRP
Lt. Colonel E. H. Wynn - AFDRE
Lt. Colonel L. M. Parler - AFDIN
Lt. Colonel Harry Courser - A-4, Plans & Administration
Captain H. R. Leonard - A-4, Plans & Administration

Mr. Mark Odell - Recorder

MINUTES:

General Coupland explained the general purpose and mission of the AAF Materiel and Services Planning Board and read AC/AS-4 Instruction 20-26. He also read and distributed a copy of General Chauncey's R&R, subject: "Implementation of Autonomous Air Force", which directs that detailed plans for future AAF autonomy be worked out. Each Division and Service advisor in obtaining necessary information and studies for the Board from the Air Materiel Command, will do so, according to the General, through the Air Materiel Command Liaison Officer, who has not yet been designated. It will be necessary for the Board to develop its' plan largely from information available within the AAF and to work in such a manner as to minimize disturbances within the War Department which might arise from a too agressive approach in obtaining information from sources outside the AAF. General Coupland asked the members to familiarize themselves with the referenced documents and to give thought to the development of a program of action for accomplishment of the Board's mission, a subject to be discussed at the second meeting to take place early next week.

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Colonel Hampton, Deputy AC/AS-4, Plans and Administration explained that the Ad Hoc Committee on Air Force reorganization had developed an over-all plan for an ideal Air Force, pointing out that this Board will work out implementing details of many of the broad plans developed by the Ad Hoc Committee. The Organization Planning Branch, Office Deputy AC/AS-4, Plans and Administration, will furnish to the Board any new planning factors, ground rules and policy decisions effecting the work of the Board. Colonel Hampton reported that he informally understood that General Simpson had decided that the Air Forces would assume all functions, except action in domestic emergencies, listed in War Department Circular 388, as the responsibility of the Service Commands at Class III Installations. General Coupland indicated that the Board might very well work out a plan for the detailed implementation of such a transfer of responsibility as its first phase of study. The importance of obtaining personnel to accomplish additional responsibilities was stressed.

The responsibility of the Board to develop ultimately detailed plans for accomplishing complete materiel and service autonomy in accordance with the stated objectives was pointed out.

The necessity for the Board to coordinate its study appropriately with both the Budget and Fiscal Officer and AC/AS-3 was mentioned.

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9 April 1946

TENTATIVE PROGRAM OF STUDY FOR AAF M&S PLANNING BOARD

Phase I. - Development of implementing steps necessary for assumption by AAF of all functions except action in domestic emergencies listed in Army Reg. 170-10 [illegible] as Service Command responsibilities at Class III installations. - Note: This transfer of responsibilities is planned to be made immediately as part of the reorganization of the War Department.

Phase II. - Development of specific plan for further autonomy within a reorganized War Department, to be proposed to the Director of SS&P of such a reorganized War Department (including justification and as many detailed implementing steps as would be possible to plan for without complete access to records of technical services). - Note: This phase would include a large share of what will be asked for under the M&S Board objectives.

Phase III. - Development of detailed implementing steps for further AAF autonomy in reorganized War Department upon approval of Phase II plan in whole or in part by the Director of SS&P - Note: It is assumed that the Director of SS&P would authorize the AAF to have access to any War Department records necessary to accomplish this phase.

Phase IV. - Development of specific plan for further Air Force autonomy within a single Department of Armed Forces (or Separate Department for Air if at the time Phase IV is undertaken such a department is deemed more likely) including justification and as much detail as is possible with available records. - Note: This phase will probably include primarily Navy functions to be assumed by the Air Force.

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Phase V. - Development of detailed implementing steps for further Air Force autonomy within the Single Department upon approval of plan in whole or in part by the Director of SS&P or his equivalent in a Single Department.

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PHASE I *

Functions to be assumed by AAF	Office of Primary Interest
I. Research & Development	----------
II. Procurement	----------
III. Quantitative Requirements	----------
IV. Storage, Distribution & Maintenance	----------
V. Transportation (Zone Transportation Offices (?))	Transportation Division
VI. Construction of AAF Facilities	----------
VII. Control of AAF Installation Services (Except for b, where complete command and technical control is to be transferred to AAF, it is contemplated that the AAF will assume command control only, with the technical services, where pertinent, continuing to exercise technical review and control).	
a. Inspection and audit of property accounts	Air Finance Officer (in coordination with Supply Division
b. Supervision of Army Exchange Service activities and Army Motion Picture Service activities	Air Finance Officer in coordination with AC/AS-1
c. Action on reports and claims for damages to buildings	Air Finance Officer (?) in coordination with Air Installations Division
d. Reviews of reports of survey	Air Finance Officer (?) in coordination with Supply Division
e. Sanitation and such technical inspection as may be deemed necessary to determine status of Medical Department activities.	Air Installations Division in coordination with Air Surgeon

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f.	General Court-Martial jurisdiction	Air Judge Advocate, AC/AS-1
g.	Provost Marshal investigative functions	Air Provost, AC/AS-1
h.	Supervision of Finance Department activities	Air Finance Officer, with necessary coordination with Budget and Fiscal Officer

VIII. Miscellaneous

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* - The following should be developed with respect to each function to be assumed:

(1) Detailed sequence of steps involved in assumption of responsibility for function.

(2) Troop Basis or civilian authorization requirements.

(3) Actual personnel required.

(4) Installations required.

(5) Air Force channel through which responsibilities will be discharged or functions performed.

(6) Changes required in existing regulations, circulars, laws, or other documents or publications.

(7) Transfer of responsibilities and requirements for funds.

(8) Justification for assumption of responsibilities.

(9) Estimated time required for assimilation of each step.

(10) Personnel in WD requisition - Reporting to where do we want AAF Gen -

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PHASE II

(Preliminary Steps)

Steps to be taken re each function to be assumed by the AAF	Office of Primary Interest
I. Research and Development	
(a) Listing of types of items and fields of research investigation of primary or predominant interest to AAF (including AA Weapons), or which the AAF might most advantageoulsy handle for the WD as a whole, which AAF does not now research and develop (with general comment as to practicability of the AAF taking over research and development of these items or fields in whole or in part).	All AC/AS-4 Divisions and offices except Readjustment and Procurement; ~~Transportation; Air Installations~~ and Air Finance and Air Surgeon. Supply + Air Finance
(b) Listing of types of items and fields of research investigation presently the responsibility of the AAF for research and development, (with comment as to advisability of any transfer of responsibility to other agencies).	Research and Engineering Division
II. Procurement and Production	
(a) Listing of classes of items of peculiar or predominant interest to the AAF (including AA weapons), or which the AAF might most advantageously provide to the WD as a whole, and which are not procured by the AAF (with general comment as to practicability of the AAF assuming responsibility for procurement in whole or in part).	Readjustment and Procurement Division; Service Advisors; Air Installations Division, and ~~Air Surgeon~~. Transportation Supply
(b) Listing of classes of items now procured by AAF, (with comment as to advisability of any transfer of responsibility for procurement to other agencies).	Readjustment and Procurement Division, in coordination with Service Advisors. Supply Air Inst.
III. Quantitative Requirements	
(a) Detailed description of how quantitative requirements for both "peculiar and common" items are computed, adjusted, and approved, and how fund requirements therefore and for services are computed, defended and controlled.	Supply Division, Air Installations Division; Service Advisors, and Budget and Fiscal Officer.

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(b) Analysis of inter-relationship between computation of requirements, funds and bulk storage and distribution.	Supply Division
IV. Storage, Distribution and Maintenance	
(a) List of classes of materiel arranged according to AAF and technical services.	Chart believed to be available.
(b) Type storage facilities required for items used by AAF.	Supply Division, Service Advisors and Air Surgeon.
(c) Description of controlled item system	Air Ordnance in coordination with other Service Advisors
(d) Charts of distribution systems for each type of materiel, both Z of I and overseas	Supply Division, Service Advisors and Air Surgeon
(e) Maintenance performed by ASF on equipment used by AAF (broken down by type equipment and including a list of facilities if possible.)	Supply Division; Service Advisors, and Air Surgeon.
V. Transportation	
List of transportation functions performed for AAF by ASF with general comment as to advisability and practicability of transfer to AAF.	Transportation Division
VI. Construction of AAF Facilities	
Present responsibilities and procedures with respect to requirements, design, specifications, standards, real estate acquisition, construction and funds relating to AAF installations.	Air Installations Division
VII. Control of AAF Installation Services	
List of all technical controls, review, and supervision presently exercised by service commands (except those to be transferred to AAF under Phase I) and technical services with respect to AAF installations.	All AC/AS-4 Divisions and Offices.

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VIII. Miscellaneous

(a) Training of AAF Personnel performed by the technical services.	Service Advisors, Supply Division and Air Surgeon.
(b) List of type publications governing materiel and service activities in AAF	All AC/AS-4 Divisions and Offices.

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Property of -

Lt.Col. M. S. Fairchild
Room 4213 - Munitions

Plans Division

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RM-24 Accepted Airplane Deliveries
by Model & by Type
Non-Project Feb 28, 1941

Medium Bombers

XB-28	No. American	0 0
XB-28A	" "	0 0
		0 0

Correction K. Fedrick #726

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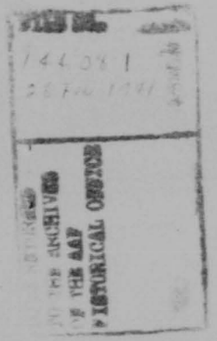

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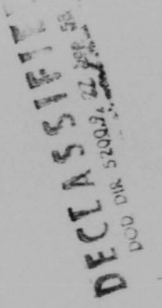

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US ARMY AIR CORPS

ARP SPARES DEL
EST SCHED
RM-68

PROJECT AIRPLANE SPARES ON CONTRACT - DELIVERIES - NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY TYPE

AS OF APRIL 30, 1941

Type and Model	Manufacturer	Total Contract	Deliv. to Date	To Be Deliv.	1941 Calendar Year: May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	1942 Calendar Year: Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	After Dec.	Unscheduled
COMBAT TYPES																										
Bomber, Heavy, 4-eng.																										
B-17C	Boeing	38	38	None	-	-	-	-	1.	1.	2.	2.	2.	2.	3.	3.	3.	3.	3.	3.	3.	3.				
B-17D	Douglas(Lloyd)	42	42	None	-	-	-	-	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.							
B-17E	Douglas(Lloyd)	512	1	511	-	-	-	-	-	-	-	-	1.	5.	5.	5.	7.	6.	7.	5.	5.	2.6				
TOTAL		592	81	511	-	-	-	-	2.	2.	3.	3.	4.	8.	9.	9.	11.	10.	11.	8.	8.	5.6				
Bomber, Med., 2-eng.																										
B-18	Douglas(Lloyd)	82	82	None																						
B-18A	Douglas	217	1	216	1.	1.	1.	2.	2.	2.	4.	4.	5.	5.	5.	5.	5.	5.	5.	5.	5.	5.	2.			
B-23	Douglas	38	38	None																						
B-25	Martin	184	1	183	-	-	-	-	-	-	2.	2.	2.6	2.6	2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7				
TOTAL		521	121	400	1.	1.	1.	2.	2.	2.	6.	6.	7.6	7.6	7.6	7.6	7.6	7.6	7.7	7.7	7.7	7.7	2.	2.	2.	
Bomber, Obl. Observ.																										
O-35	Douglas (LA)	25	25	None																						
O-35A	Douglas (LA)	61	61	None																						
O-46	Douglas (LA)	35	35	None																						
O-46A	Douglas (LA)	164	1	163	1.	1.	1.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
O-38	Curtiss	200	200	None																						
TOTAL		485	322	163	1.	1.	1.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.
Fighter, Interc.																										
P-12B	Boeing	110	110	None																						
P-12C	Boeing	25	25	None																						
P-12D	Boeing	23	23	None																						
P-12E	Curtiss	210	1	209	-	-	-	-	-	-	5.	5.	7.0	6.	6.	6.4	5.6									
P-26A	Boeing	111	111	None																						
P-36	Curtiss (Hof.)	210	1	209	-	-	-	-	-	-	1.	1.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	2.	
P-36A	Curtiss (Hof.)	178	1	177	-	-	-	-	-	-	-	-	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	
P-37	Seversky	129	1	128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.	1.	1.	1.	1.	1.	1.	
P-40	Curtiss	200	1	199	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.	1.	1.	1.	1.	1.	1.	
P-43	Republic	108	1	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.	
P-44	Republic	152	1	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.	
TOTAL		1456	256	1200	1.	1.	1.	1.	1.	1.	6.	6.	10.	9.	9.	9.4	8.6	3.	4.	4.	4.	4.	3.	3.	5.	
TOTAL SERVICE COMBAT		3054	780	2274	3.	3.	3.	5.	7.	7.	17.	17.	21.	19.	19.	19.4	18.2	12.	13.	13.	13.	11.6	5.	5.	7.	
CUMULATIVE					3.	6.	9.	14.	21.	28.	45.	62.	83.	102.	121.	140.4	158.6	170.	183.	196.	209.	220.6	225.6	230.6	237.	
TOTAL TACTICAL		3054	780	2274	15.	20.	24.	31.	36.	71.	91.	91.	99.	95.	87.	83.	80.	72.	70.	70.	70.	70.	70.	70.	37.	17.
CUMULATIVE					15.	35.	59.	90.	126.	197.	288.	379.	478.	573.	660.	743.	823.	895.	965.	1035.	1105.	1175.	1245.	1315.	1352.	1369.
TRAINER TYPES																										
Trainer, Primary																										
PT-13D	Stearman	3	3	None	3.																					
PT-13	Stearman	150	1	149	1.	10.	10.	10.	10.	20.	20.	18.	40.													
PT-17	Stearman	150	1	149	1.	10.	10.	10.	10.	5.	5.	5.														
PT-18	Fairchild	50	1	49	-	-	10.	-	-	-	-	-														
PT-19	Ryan	100	1	99	-	-	10.	-	-	-	-	-	10.	45.												
PT-20	Ryan	150	1	149	-	-	-	-	-	-	-	-														
TOTAL		603	80	523	14.	20.	30.	20.	20.	25.	25.	23.	50.	45.												
Trainer, Basic																										
BT-13A	Vultee(Stearman)	300	1	299	(Included in schedule for BT-15)																					
BT-15	Vultee(Stearman)	300	1	299	-	5.	10.	20.	20.	25.	25.	25.	25.	25.	25.	30.										
TOTAL		600	1	599	-	5.	10.	20.	20.	25.	25.	25.	25.	25.	25.	30.										
Trainer, Advc., 2-eng.																										
AT-7	Beech	100	1	99	-	-	-	1.	2.	3.	5.	7.	9.	10.	11.	13.	15.	18.	20.	15.						
AT-9	Beech	100	1	99	-	-	-	1.	2.	3.	5.	7.	9.	10.	11.	13.	15.	18.	20.	15.						
TOTAL		200	2	198	-	-	-	2.	4.	6.	10.	14.	18.	20.	22.	26.	30.	36.	40.	30.						
Trainer, Advc., 1-eng.																										
AT-6	Beech	1	1	None																						
AT-6	Cessna	1	1	None																						
AT-6	Curtiss (St.C.)	1	1	None																						
AT-6	Curtiss (St.L.)	1	1	None																						
AT-10	Beech	1	1	None																						
AT-11	Beech	1	1	None																						
AT-11	Beech	1	1	None																						
TOTAL		7	7	None															

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ESTIMATED AIRPLANE DELIVERIES ON BRITISH CONTRACTS BY MANUFACTURER

RM-52
EST AIRP
DEL -BRIT

As of April 30, 1941

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Model	Total Ex. Gr. Contract	Deliveries to Date	To Be Delivered	Oct. 1st, 1941								Oct. 1st, 1941						Above or Behind Sched. Oct. 1st
					Nov	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	
Bell	P-39	200	1	199	44	45	45	30													-91
Bell	P-400	150	1	149	-	-	-	54	95	71											-1
Bell	P-400	100	0	100	-	-	-	-	-	3	100	30	170	11							
TOTAL		450	2	448	44	45	45	84	95	74	100	30	170	11							-92
Boeing	18-73	240	0	240	-	-	-	6	11	14	37	43	43	30	36						
TOTAL		240	0	240	-	-	-	6	11	14	37	43	43	30	36						
Brewster	339E	200	154	46	17	11	43	75	31	30	32	43	30	30	30	7					-117
Brewster	340	200	0	200	-	-	-	-	-	-	-	-	-	-	-	-					-200
TOTAL		400	154	246	17	11	43	75	31	30	32	43	30	30	30	7					-317
Curtiss	[illegible]	200	26	174	33	30	43	34	23	27	35	39	43								-124
Curtiss	[illegible]	140	0	140	-	-	-	-	11	-	-	-	-								
TOTAL		340	26	314	33	30	43	34	34	27	35	39	43								-124
Douglas	DB-7A	30	3	27	-	3	3	3	3	3	3	3	3	3							
Douglas	DB-7B	93	3	90	-	-	-	3	3	3	3	3	3	11							
Douglas	DB-7B	44	0	44	-	-	-	-	-	-	-	-	11	11	11						
Douglas	DB-7B	43	0	43	-	-	-	-	3	3	3	3	3	3	3						
Douglas	DB-7B	43	0	43	-	-	-	-	-	-	-	-	3	3	3						
Douglas	DB-7A	43	0	43	-	-	-	-	-	-	-	-	-	-	-

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COMPARISON OF ESTIMATED SCHEDULE OF AIRPLANE DELIVERIES – ARMY, NAVY AND BRITISH
CLASSIFIED BY MANUFACTURER AND BY CUSTOMER
AS OF APRIL 30, 1941

EST SCHED AIRP DEL
BY CUST
RM 56
Part 2

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Customer	Delivery Schedule	To be Delivered	Calendar Year 1941							Calendar Year 1942												C.Y. 1943	Unscheduled
				May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.		
Martin	Army	Monthly	1090	23	24	27	30	33	38	46	54	67	84	100	110	115	115	115	115					
		Cumulative		23	47	74	104	137	175	220	274	341	425	525	635	750	865	980	1095					
	Navy	Monthly	379	-	-	-	-	1	0	1	0	2	3	5	12	20	30	30	30	30	30	30	30	
		Cumulative		-	-	-	-	1	1	2	2	4	7	12	24	44	74	104	134	164	194	224	254	379
	British	Monthly	400	-	2	6	13	24	30	40	50	50	60	60	60	60								
		Cumulative		-	2	8	21	45	75	115	165	220	280	340	400	460								
TOTAL		Monthly	1874	23	26	33	43	58	68	86	104	124	149	168	182	195	145	145	145	30	30	30	30	120
		Cumulative		23	49	82	125	181	251	337	441	565	714	882	1064	1259	1404	1549	1694	1724	1754	1784	1784	1874
Naval Aircraft	Army	Monthly	0																					
		Cumulative																						
	Navy	Monthly	715	60	58	55	56	50	50	50	56	20	40	40	40	40	40	40	56					
		Cumulative		60	118	173	229	279	329	379	435	454	494	534	574	614	654	694	750	715				
	British	Monthly	0																					
		Cumulative																						
TOTAL		Monthly	715	60	58	55	56	50	50	50	56	20	40	40	40	40	40	40	56					
		Cumulative		60	118	173	229	279	329	379	435	454	494	534	574	614	654	694	750	715				
N. American (Dal.)	Army	Monthly	1717	8	12	34	58	56	78	100	122	144	166	199	230	248	268	10						
		Cumulative		8	20	54	90	146	224	324	446	590	756	955	1185	1433	1701	1711	1717					
	Navy	Monthly	150	-	-	-	20	20	20	20	20	20	20	10										
		Cumulative		-	-	-	20	40	60	80	100	120	140	150										
	British	Monthly	0																					
		Cumulative																						
TOTAL		Monthly	1867	8	12	34	58	76	98	120	142	164	186	209	230	248	268	10						
		Cumulative		8	20	54	112	188	286	406	548	712	898	1107	1337	1585	1853	1863	1867					
N. American(Ingle.)	Army	Monthly	1208	92	105	53	43	41	22	50	50	70	80	80	80	80	80	80	80	80	80	80	80	
		Cumulative		92	197	250	293	334	356	406	456	526	606	686	766	846	926	1006	1086	1166	1246	1326	1406	
	Navy	Monthly	57	27	20	10																		
		Cumulative		27	47	57																		
	British	Monthly	1215	80	85	100	120	140	140	140	97	60	60	60	60	60	15							
		Cumulative		80	165	265	385	525	665	805	902	962	1022	1082	1142	1202	1217							
TOTAL		Monthly	2480	199	210	163	163	181	162	190	147	130	140	140	140	140	95	80	80	80	80			
		Cumulative		199	409	572	735	916	1078	1268	1415	1545	1685	1825	1965	2105	2200	2280	2360	2440	2520			
Northrop	Army	Monthly	15	-	-	-	-	-	-	-	-	-	1	1	2	4	4	3						
		Cumulative		-	-	-	-	-	-	-	-	-	1	2	4	8	12	15						
	Navy	Monthly	0																					
		Cumulative																						
	British	Monthly	200	-	-	-	-	-	-	0	17	16	33	50	50	50	37							
		Cumulative		-	-	-	-	-	-	0	17	33	66	116	166	216	253							
TOTAL		Monthly	215	-	-	-	-	-	-	0	17	16	34	51	52	54	41	3						
		Cumulative		-	-	-	-	-	-	0	17	33	67	118	170	224	265	268						
Republic	Army	Monthly	907	9	10	12	12	13	7	14	17	21	22	22	22	13	15	15	30	30	30	30	30	420
		Cumulative		9	19	31	43	56	63	77	94	115	137	159	181	194	209	224	254	284	314	344	374	907
	Navy	Monthly	0																					
		Cumulative																						
	British	Monthly	0																					
		Cumulative																						
TOTAL		Monthly	907	9	10	12	12	13	7	14	17	21	22	22	22	13	15	15	30	30	30	30	30	420
		Cumulative		9	19	31	43	56	63	77	94	115	137	159	181	194	209	224	254	284	314	344	374	907
Ryan	Army	Monthly	673	60	14	26	111	136	170	156														
		Cumulative		60	74	100	211	347	517	673														
	Navy	Monthly	100	-	42	54	4																	
		Cumulative		-	42	96	100																	
	British	Monthly	0																					
		Cumulative																						
TOTAL		Monthly	773	60	56	80	115	136	170	156														

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TOTAL		Monthly	1874					21	40	75	115	165	230	280	340	400															
		Cumulative		27	26	33	45	125	185	251	366	531	761	1041	1381	1781															
Naval Aircraft	Army	Monthly	0																												
		Cumulative																													
	Navy	Monthly	715	60	58	55	56	50	50	50	55	20	40	40	40	40	40	40	39												
		Cumulative		60	118	173	229	279	329	379	434	454	494	534	574	614	654	694	733												
	British	Monthly	0																												
		Cumulative																													
TOTAL		Monthly	715	60	58	55	56	50	50	50	55	20	40	40	40	40	40	40	39												
		Cumulative		60	118	173	229	279	329	379	434	454	494	534	574	614	654	694	733												
N.American (Del.)	Army	Monthly	1717	8	12	34	38	56	78	100	122	144	166	209	230	268	12														
		Cumulative		8	20	54	92	148	226	326	448	592	758	967	1197	1465	1717														
	Navy	Monthly	150	-	-	-	20	20	20	20	20	20	20	20	10																
		Cumulative		-	-	-	20	40	60	80	100	120	140	160	150																
	British	Monthly	0																												
		Cumulative																													
TOTAL		Monthly	1867	8	12	34	58	76	98	120	142	164	186	209	230	268	12														
		Cumulative		8	20	54	112	188	286	406	548	712	898	1107	1339	1587	1867														
N.American(Ingle.)	Army	Monthly	1208	92	105	54	40	41	25	50	50	70	80	80	80	80	80	80	62												
		Cumulative		92	197	250	290	331	356	406	456	526	606	686	766	846	926	1006	1068												
	Navy	Monthly	57	27	20	10																									
		Cumulative		27	47	57																									
	British	Monthly	1215	80	85	100	130	140	140	140	97	60	60	60	60	60	11														
		Cumulative		80	165	265	395	535	675	805	898	958	1018	1078	1138	1198	1219														
TOTAL		Monthly	2478	199	210	163	160	181	165	170	147	130	140	140	140	140	91														
		Cumulative		199	409	572	732	913	1078	1248	1391	1521	1661	1801	1941	2081	2172														
Northrop	Army	Monthly	13	-	-	-	-	-	-	-	-	-	-	1	0	2	1	1													
		Cumulative		-	-	-	-	-	-	-	-	-	-	1	1	3	4	5													
	Navy	Monthly	0																												
		Cumulative																													
	British	Monthly	200	-	-	-	-	-	5	0	12	16	22	30	40	40	37														
		Cumulative		-	-	-	-	-	5	5	17	33	55	85	125	165	200														
TOTAL		Monthly	213	-	-	-	-	-	5	9	12	16	22	30	40	42	38														
		Cumulative		-	-	-	-	-	5	5	17	33	55	85	125	167	205														
Republic	Army	Monthly	907	9	10	12	10	17	7	14	17	21	20	6	6	12	18	25	36	45	55	61	50	400							
		Cumulative		9	19	31	41	58	65	79	96	117	137	143	149	161	179	204	240	285	340	401	451	907							
	Navy	Monthly	0																												
		Cumulative																													
	British	Monthly	0																												
		Cumulative																													
TOTAL		Monthly	907	9	10	12	10	17	7	14	17	21	20	6	6	12	18	25	36	45	55	61	50	400							
		Cumulative		9	19	31	41	58	65	79	96	117	137	143	149	161	179	204	240	285	340	401	451	907							
Ryan	Army	Monthly	674	60	54	26	111	136	170	156																					
		Cumulative		60	114	140	211	347	517	673																					
	Navy	Monthly	100	-	42	54	4																								
		Cumulative		-	42	96	100																								
	British	Monthly	0																												
		Cumulative																													
TOTAL		Monthly	774	60	96	80	115	136	170	156																					
		Cumulative		60	156	236	351	487	657	773																					
Spartan	Army	Monthly	0																												
		Cumulative																													
	Navy	Monthly	201	7	10	17	23	29	31	30	29	25																			
		Cumulative		7	17	34	57	86	117	147	176	201																			
	British	Monthly	0																												
		Cumulative																													
TOTAL		Monthly	201	7	10	17	23	29	31	30	29	25																			
		Cumulative		7	17	34	57	86	117	147	176	201																			
Stearman	Army	Monthly	1044	155	140	100	120	290	200	129																					
		Cumulative		155	295	395	515	710	910	1044																					
	Navy	Monthly	241	62	40	40	80	19																							
		Cumulative		62	102	142	222	241																							
	British	Monthly	0																												
		Cumulative																													
TOTAL		Monthly	1285	217	180	140	200	219	200	129																					
		Cumulative		217	397	537	737	956	1156	1285																					
Vega	Army	Monthly	0																												
		Cumulative																													
	Navy	Monthly	0																												
		Cumulative																													
	British	Monthly	675	-	1	0	2	1	10	23	55	87	100	100	100	100	90														
		Cumulative		-	1	1	3	4	14	37	92	179	279	379	479	579	675														
TOTAL		Monthly	675	-	1	0	2	1	10	23	55	87	100	100	100	100	90														
		Cumulative		-	1	1	3	4	14	37	92	179	279	379	479	579	675														
Vought-Sikorsky	Army	Monthly	0																												
		Cumulative																													
	Navy	Monthly	795	16	14	32	30	55	60	70	70	65	65	65	65	65	45	735	735	735	735	735	735	735	60						
		Cumulative		16	30	62	112	167	227	297	367	432	497	562	627	692	735								795						
	British	Monthly	35	9	10	11	5																								
		Cumulative		9	19	30	35																								
TOTAL		Monthly	830	25	24	43	35	55	60	70	70	65	65	65	65	65	45	770	770	770	770	770	770	770	60						
		Cumulative		25	49	92	147	202	262	332	402	467	532	597	662	727	770								830						
Vultee (Downey)	Army	Monthly	2275	136	161	188	189	209	242	201	242	242	240	225																	
		Cumulative		136	297	485	674	883	1125	1326	1568	1810	2050	2275																	
	Navy	Monthly	0																												
		Cumulative																													
	British	Monthly	144	2	8	16	25	23	26	23	23																				
		Cumulative		2	10	26	49	72	98	121	144																				
TOTAL		Monthly	2419	138	169	204	212	232	268	224	265	242	240	225																	
		Cumulative		138	307	511	723	955	1223	1447	1712	1954	2194	2419																	
Vultee(Nashville)	Army	Monthly	297	25	30	30	30	16	42	42	42	40																			
		Cumulative		25	55	85	115	131	173	215	257	297																			
	Navy	Monthly	0																												
		Cumulative																													
	British	Monthly	498	-	-	-	-	1	2	6	19	39	58	58	67	68	60	67	53												
		Cumulative		-	-	-	-	1	3	9	28	67	125	183	250	318	378	445	498												
TOTAL		Monthly	795	25	30	30	30	17	44	48	61	79	58	58	67	68	60	67	53												
		Cumulative		25	55	85	115	132	176	224	285	364	422	480	547	615	675	742	795												
TOTAL	Army	Monthly	18023	686	803	828	971	1187	1401	1441	1237	1094	958	1017	772	870	1041	1026	985	526	494	127	100	430		100				
		Cumulative		686	1488	2316	3287	4474	5875	7316	8553	9647	10605	11622	12394	13264	14305	15331	16316	16842	17276	17403	17503	17933		18023				
	Navy	Monthly	5659	279	290	358	420	522	274	312	274	267	271	304	305	325	316	246	195	166	163	81	52	151		268				
		Cumulative		279	569	927	1347	1869	2143	2455	2729	2816	3087	3391	3696	4021	4337	4583	4778	4944	5107	5188	5240	5391		5659				
	British	Monthly	8185	503	580	641	688	710	786	841	681	712	571	595	327	268	202	67	53												
		Cumulative		503	1083	1724	2412	3122	3908	4749	5430	6142	6713	7308	7595	7863	8065	8132	8185												
GRAND TOTAL		Monthly	31867	1467	1673	1827	2079	2219	2481	2594	2190	2073	1800	1876	1404	1461	1559	1339	1173	692	657	208	152	971		968				
		Cumulative		1467	3140	4967	7046	9265	11746	14340	16532	18605	20405	22281	23685	25148	26707	28046	29219	29911	30568	30776	30928	31899		31867				

NOTE: Experimental models, tentative contracts, and Pitcairn-Larsen for the British, are excluded.

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Statistical Section, Materiel Division,
Office, Chief of Air Corps,
May 20, 1941.

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SUMMARY OF PROCUREMENT REQUIREMENTS UNDER ARMY - FIRST AVIATION OBJECTIVE AND THE ARMY PART OF AIRPLANES IN THE PRODUCTION PROGRAM WHICH ARE AVAILABLE FOR SUBSEQUENT OBJECTIVES

As of APRIL 30, 1941

Tactical Types	Manufacturer	Model Designation	Total Number Required Under First Aviation Objective	On Hand and on Order and Suitable for Purpose Indicated	Surplus (+) or Shortage (-) Under First Aviation Objective	Available for Subsequent Objectives: Number Appropriated for in Excess of Those on Hand and on Order (Par. 2(a), 2(b), 2(c), and 14,534 Programs)	Available for Subsequent Objectives: Number Available for Subsequent Objectives*
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Combat							
Bomber Heavy (2 eng.)	Boeing	B-17		822		--	
	Consolidated	B-24		4/18/		--	
Total			744	1,076	332	1,000	1,332
Bomber Medium (2 eng.)	Douglas	B-18		98		--	
	North American	B-25		1,047		--	
	Martin	B-26		1,151		--	
	Other Medium Bombers			--		--	
Total			640	2,816	1,576	2,400	3,976
Bomber Light (2 eng.) (1 eng.)	Douglas	A-20		1,1/9b/		--	
	Vought-Sikorsky	A-21 (SB2U-3)		28		--	
	Curtiss	A-25 (SB2C-1)		150		--	
Total			496	1,372	876	--	876
Pursuit Fighter (2 eng.)	Lockheed	P-38		686		--	
	Northrop	P-61		27		--	
Total			307	699	392	--	392
Pursuit Int. (1 eng.)	Bell	P-39		713		--	
	Curtiss	P-40		2,540		--	
	Brewster	P-34		68		--	
	Curtiss	P-40A		1		--	
	Republic	P-43		261		--	
	Other Pursuit Int.			73		--	
Total			2,350	3,974	1,624	312	1,936
TOTAL COMBAT			4,037	9,937	4,800	3,712	8,512
Service Combat							
Transport (2 eng.) and (1 eng.)	Lockheed	C-40		71		--	
	Douglas	C-41		30		--	
	Curtiss	C-42 (CW-20)		61		--	
	Douglas	C-43		181		--	
	Douglas	C-47		13		--	
Total			375	360	437	265	702
Observation (2 & 1 eng.) and (1 eng.)	Douglas	O-46 (O-43)		773		--	
	Vultee	O-49		20		--	
				259		--	
Liaison (1 & 2 eng.)				324		--	
				3		--	
Total			745	1,630	917	--	917
Photographic (1 eng.)				15		--	
				2		--	
Total			261	17	-244	--	-244
Training (1 eng.)		BA-10 (PBY-5)		74		--	
				--		--	
Total			100	74	-26	--	-26
TOTAL SERVICE COMBAT			1,481	2,143	283	265	548
GRAND TOTAL			5,518	12,080	5,083	3,977	9,060
Trainer Types							
Trainer Primary (1 eng.)				910		--	
				1,060		--	
				453		--	
				128		--	
	Ryan	PT-21		431		--	
	Fairchild	PT-19		533		--	
	Other Primary Trainer			182		--	
Total			2,934	3,697	763	1,500	2,263
Trainer Basic (1 eng.)				1,173		--	
	Vultee	BT-13		1,626		--	
	Other Basic Trainer			811		--	
Total			1,566	3,637	1,571	2,000	3,571
Trainer Advanced (1 eng.)		AT-6		2,311/		--	
	Republic	AT-12		630/		--	
	Other Advanced Trainer (1-eng.)			256		--	
Total			1,905	2,596	1,590	1,000	2,590
Trainer Advanced (2 eng.)				17		--	
		AT-10		551		--	
				14		--	
				401		--	
				150		--	
Total			1,465	1,382	-143	2,000	1,857
TOTAL TRAINER			6,931	11,312	3,781	6,500	10,281
GRAND TOTAL ALL TYPES			12,830	22,397	9,562	10,477	20,039

* The negative amounts in Col. 6 are the number of additional airplanes which are required to meet the First Aviation Objective and which are not provided for by the Procurement Program.

a/ Includes XB-24, 6 project airplanes.

b/ Includes 11 A-19's exchanged for A-20's.

c/ Includes requisition from Swedish contracts of 40 AT-12's (USA)

Note: See page 5 for reconsideration of the 715 observation airplanes that are distributed among other types.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, May 9, 1941.

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TOTAL AIRPLANES ON HAND AND ON ORDER AS OF APRIL 30, 1941
AND NUMBER SUITABLE FOR PURPOSE INDICATED

SA-28-2

Tactical Types (1)	Manufacturer (2)	Model (Series) (3)	Authorized Prior to 1938 Program (4)	Authorized by 1938 Program (5)	Authorized by 1940 Program (6)	Authorized by 1941 Program (7)	Authorized by 1941 Program (8)	Auth. by Misc. (9)	Auth. by 1925 "B" Modified (10)	Total on hand & on order & delivered All Prog. (11)	No. suitable for Tactical Purpose Indicated (12)
Combat											
Bomber, Heavy (4-eng.)	Boeing	B-17	51 a/	39	150	127	275	--	--	620	620
	Consolidated	B-24	13 a/	45	56	95	457	--	--	454	454
TOTAL			64	184	206	222	732	--	--	1,076	1,076
Bomber, Medium (2-eng.)	Douglas	B-18	38	--	--	--	--	--	--	38	38
	N. American	B-21	--	184	--	--	363	--	--	1,047	1,047
	Martin	B-26	--	201	66	73	791	--	--	1,151	1,151
	Other Medium Bombers		425	--	--	--	--	--	--	425	--
TOTAL			463	385	66	73	1,654	--	--	2,641	2,216
Bomber, Light (2-eng.) (1-eng.)	Douglas	A-20	250 a/	133	--	--	--	--	--	383	383
	Douglas	A-24 (SBD-3)	--	--	--	58	991	--	--	1,125	1,125
	Curtiss	A-25(SB2C-1)	--	--	--	--	100 b/	--	--	100	100
	Other Light Bombers		187	52	--	--	54 b/	--	--	194	--
TOTAL			163	185	--	58	1,100	--	--	1,306	1,170
Pursuit, Fighter (2-eng.)	Lockheed	P-38	--	79	57	373	197	--	--	686	686
	Northrop	P-61	12	--	--	--	--	13	--	13	13
	Other Pursuit Fighter		--	--	--	--	--	--	--	--	--
TOTAL			12	79	57	373	197	13	--	711	699
Pursuit, Int. (1-eng.)	Bell	P-39-40	--	80	--	120	503	--	--	713	713
	Curtiss	P-40	--	607	--	540	1,293	--	--	2,340	2,340
	Republic	XP-47	--	12	--	--	56	--	--	68	68
	Republic	P-43A	--	88	--	--	--	--	--	88	80
	Seversky	P-47	--	--	--	205	568	--	--	773	773
	N.American	P-64 (NA-68)	--	--	--	--	--	7 c/	--	7	--
	Other Pursuit Int.		320 d/	--	--	--	68 d/	--	--	388	--
TOTAL			320	689	--	885	2,488	6	--	4,388	3,974
TOTAL COMBAT			1,010	1,442	329	1,611	5,901	19	--	10,212	8,937
Service Combat											
Transport (2-eng. and 1-eng.)	Beech	C-45	--	11	--	40	--	--	--	51	51
	Douglas	C-39	36	--	--	--	--	--	--	36	36
	Curtiss	C-46 (CW-20)	--	--	--	46	154	--	--	200	200
	Lockheed	C-40 e/	--	--	--	--	36	--	--	36	36
	Douglas	C-41	--	--	6	130	301	--	10	446	446
	Other Transport (4-eng.)		--	--	--	--	--	--	--	--	--
	Other Transport (1-eng.)		4	1	--	--	--	--	--	5	--
TOTAL			40	12	6	216	517	--	10	807	805
Observation, C. & D. (2-eng.) and (1-eng.)	Douglas	O-46 (A-20)	--	--	--	--	775	--	--	775	775
	N. American	O-47	224	--	--	--	--	--	--	224	224
	Curtiss	O-52	93	--	--	--	--	--	--	93	93
	Other Observation 2-eng.		--	--	--	--	--	--	--	--	--
Liaison, C. & D. (1-eng.)	Beech	C-43	--	142	--	--	132	--	--	274	274
	Stinson	C-50	--	5	--	--	--	--	--	5	5
	Ryan	C-51	--	3	--	--	--	--	--	3	3
TOTAL			317	151	--	--	957	--	--	1,630	1,550
Photographic (2-eng.)	Beech	F-2	--	14	--	--	--	--	--	14	14
	Douglas	F-3	--	3	--	--	--	--	--	3	3
TOTAL			--	17	--	--	--	--	--	17	17
Amphibian (2-eng.)	Consolidated	OA-10(PBY-5)	--	--	14	4	56	--	--	74	74
	Consolidated	Other Amph.	21	--	--	--	--	--	--	21	--
TOTAL			21	--	14	4	56	--	--	95	74
Autogiro (1-eng.)	Kellett	YG-1	--	--	--	--	--	--	--	--	--
TOTAL SERVICE COMBAT			419	580	20	260	1,581	--	10	2,609	2,446
TOTAL TACTICAL			1,429	1,709	529	1,871	7,471	19	10	12,971	11,785
Trainer Types											
Trainer, Primary (2-eng.)	Fairchild	PT-19	106	177	76	--	--	--	--	359	359
	Fairchild	PT-19A	--	247	224	--	1,151	--	--	1,622	1,622
	Fairchild	PT-26	--	264	100	--	573	--	--	937	937
	Ryan	PT-20	--	17	100	--	171	--	--	288	288
	Ryan	PT-22	--	--	100	--	478	--	--	578	578
	Other Primary Trainers		--	49	--	--	--	--	--	49	49
TOTAL			106	804	499	--	2,373	--	--	3,997	3,997
Trainer, Basic (1-eng.)	Vultee	BT-13	--	236	200	--	985	--	--	1,179	1,179
	N. American	BT-14	--	142	--	--	--	--	--	142	142
	Vultee	BT-15	--	194	--	--	1,307	--	--	1,501	1,501
	Other Basic Trainers		211	--	--	--	--	--	--	211	211
TOTAL			211	572	200	--	2,292	--	--	3,277	3,277
Trainer, Advanced (1-eng.)	N. American	AT-6	--	31	650	--	1,613	--	--	2,321	2,321
	Republic	AT-12	125	31	--	--	136 f/	--	--	292	292
	Other Advanced Trainer(1-eng.)		--	--	--	--	--	--	--	--	--
TOTAL			125	62	650	--	1,749	--	--	2,626	2,626
Trainer, Advanced (2-eng.)	Beech	AT-7	--	--	67	--	--	--	--	67	67
	Beech	AT-11	--	--	--	150	191	--	--	341	341
	Cessna	AT-8	--	--	--	--	33	--	--	33	33
	Curtiss	AT-9	--	--	--	450	391	--	--	841	841
	Beech	AT-10	--	--	--	--	150	--	--	150	150
TOTAL			--	--	100	600	580	--	--	1,280	1,280
TOTAL TRAINERS			472	1,438	1,727	600	6,611	--	--	10,853	10,810
GRAND TOTAL, ALL TYPES			1,901	3,704	2,256	2,471	14,082	19	10	23,824	22,595
Non-Project (Obsolete, Experimental and Service Test)										127	127
Training in Tactical Units and Miscellaneous Transport										--	1,138
GRAND TOTAL ON HAND AND ON ORDER										23,951	23,860

a/ Of B-17's, 43 AT-11's, 6 P-40's and 3 A-17's are requisitioned from foreign countries.
b/ Includes XB-19, a project airplane.
c/ Includes 2 P-64's exchanged for A-17's.
d/ Includes XP-41 and XP-42, project airplanes.

Statistical Sec., Mat. Div., Office, Chief of Air Corps.
May 3, 1941.

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3A-2R-5

AIRPLANES ON HAND AS OF APRIL 30, 1941 a/
(See note below)

Tactical Types (1)	Manufacturer (2)	Model (Series) (3)	Authorized Prior to 1938 Program (4)	Authorized by 1938 Program (5)	Authorized by 1940 Program (6)	Auth. by 1941 Program (7)	Auth. by 14,232 Program (8)	Auth. by "B" Misc. (9)	Auth. by 1426 Def. Aid. (10)	Total on Hand All Programs (11)	No. suitable for Tact. Pur. Indicated (12)
Combat											
Bomber, Heavy (4-eng.)	Boeing	B-15	31 b/	59	--	--	--	--	--	110	110
	Consolidated	B-24	--	--	--	--	--	--	--	1	1
TOTAL			32	59	--	--	--	--	--	111	111
Bomber, Medium (2-eng.)	Douglas	B-18	55	--	--	--	--	--	--	55	55
	N. American	B-25	--	32	--	--	--	--	--	32	32
	Martin	B-26	--	36	--	--	--	--	--	36	36
	Other Medium Bombers		405	--	--	--	--	--	--	405	--
TOTAL			460	68	--	--	--	--	--	528	96
Bomber, Light (2-eng.) (1-eng.)	Douglas	A-20	--	120	--	--	--	--	--	120	120
	Douglas	A-20(XBD-1)	--	--	--	--	--	--	--	--	--
	Curtiss	A-25(SBC-3)	--	--	--	--	19 c/	--	--	19	--
	N. American	A-27(BT-9)	--	--	--	--	--	--	--	--	--
	Other Light Bombers		145	73	--	--	9	--	--	154	120
TOTAL			145	193	--	--	28	--	--	274	120
Pursuit, Fighter (2-eng.)	Lockheed	P-38	--	9	--	--	--	--	--	9	9
	Other Pursuit Fighter		11	--	--	--	--	--	--	11	--
	Northrop	P-61	--	--	--	--	--	--	--	--	--
TOTAL			11	9	--	--	--	--	--	20	9
Pursuit, Int. (1-eng.)	Bell	P-39C & D	--	71	--	--	--	--	--	71	71
	Curtiss	P-40	--	433	--	100	203	--	--	436	436
	Republic	YP-43	--	13	--	--	--	--	--	13	13
	Republic	P-43A	--	--	--	--	--	--	--	--	--
	Republic	P-47	--	--	--	--	--	--	--	--	--
	N. American	P-51(NA-68A)	--	--	--	--	--	72 d/	--	72	--
	Other Pursuit Int.		5358/	--	--	--	63 d/	--	--	330	3
TOTAL			5358	517	--	100	266	72	--	922	523
TOTAL COMBAT			5976	846	--	100	294	72	--	1,345	757
Service Combat											
Transport (2-eng. and 1-eng.)	Beech	C-45	--	11	--	3	--	--	--	14	14
	Douglas	C-39	55	--	--	--	--	--	--	55	55
	Curtiss	C-46 (CW-20)	--	--	--	--	--	--	--	--	--
	Douglas	C-47	--	--	--	--	--	--	--	--	--
	Douglas	C-53	--	3	--	--	--	--	--	3	--
	Douglas	C-54	--	--	--	--	--	--	--	--	--
	Other Transport (2 & 3-eng.)		41	7	--	--	--	--	--	48	14
TOTAL			96	21	--	3	--	--	--	120	83
Observation, C. & D. (2-eng.) and (1-eng.)	Douglas	O-38(A-27)	--	--	--	--	--	--	--	--	--
	N. American	O-47	224	--	--	--	--	--	--	224	224
	Luftco	O-49	--	--	--	--	--	--	--	--	--
	Other Observation Acft.		98	--	--	--	--	--	--	98	--
Liaison, C. & D. (1-eng.)	Stinson	O-62	--	77	--	--	--	--	--	77	77
	Piper	O-59	--	2	--	--	--	--	--	2	2
	Ryan	O-51	--	3	--	--	--	--	--	3	3
TOTAL			322	82	--	--	--	--	--	404	306
Photographer (2-eng.)	Beech	F-2	--	14	--	--	--	--	--	14	14
	Douglas	F-3	--	--	--	--	--	--	--	--	--
TOTAL			--	14	--	--	--	--	--	14	14
Amphibian (2-eng.)	Consolidated	OA-10(PBY-5)	--	--	--	--	--	--	--	--	--
	Consolidated	OA-10A(PBY-5A)	21	--	--	--	--	--	--	21	--
TOTAL			21	--	--	--	--	--	--	21	--
Autogiro (1-eng.)	Kellett	YG-1									
TOTAL SERVICE COMBAT			439	117	1	3	--	--	10	491	331
TOTAL TACTICAL			1,435	963	1	103	272	6	10	2,571	1,196
Trainer Types											
Trainer, Primary (1-eng.)	Fairchild	PT-19	105	177	75	--	--	--	--	357	357
	Vultee	PT-13,-17,-18	--	327	204	--	100	--	--	631	631
	Fairchild	PT-23	--	280	100	--	50	--	--	444	444
	Ryan	PT-20	--	--	--	--	--	--	--	--	--
	Stearman	PT-17	--	--	--	--	--	--	--	--	--
	Other Primary Trainers		--	38	--	--	--	--	--	38	38
TOTAL			105	822	379	--	150	--	--	1,456	1,456
Trainer, Basic (1-eng.)	Vultee	BT-13	--	296	7	--	--	--	--	303	303
	N. American	BT-14	--	742	--	--	--	--	--	742	742
	Vultee	BT-15	--	--	218	--	--	--	--	218	218
	Other Basic Trainers		911	--	--	--	--	--	--	911	911
TOTAL			911	538	225	--	--	--	--	964	962
Trainer, Advanced (1-eng.)	N. American	AT-6	--	91	547	--	42 e/	--	--	681	681
	Brewster	AT-11	100	71	--	--	20 e/	--	--	191	191
	Other Advanced Trainer (1-eng.)		100	--	--	--	--	--	--	100	100
TOTAL			200	162	547	--	62	--	--	972	972
Trainer, Advanced (2-eng.)	Beech	AT-7	--	--	25	--	--	--	--	25	25
	Beech	AT-11	--	--	--	--	--	--	--	--	--
	Cessna	AT-8	--	--	8	--	--	--	--	8	8
	Curtiss	AT-9	--	--	--	--	--	--	--	--	--
	Beech	AT-10	--	--	--	--	--	--	--	--	--
TOTAL			--	--	33	--	--	--	--	33	33
TOTAL TRAINERS			472	1,522	984	--	212	--	--	3,190	3,188
GRAND TOTAL ALL TYPES			1,907	2,485	985	103	484	6	10	5,761	4,384
Non-Project (Obsolete, Experimental)										95	95
Training or Tactical Units and Miscellaneous Transport											1,135
GRAND TOTAL ON HAND APRIL 30, 1941										5,856	5,604

a/ Revision is based on number of airplanes on hand March 31, 1941 plus deliveries during April, less losses during this period.
b/ 3 B-15's, 1 B-17, 49 AT-11's, and 1 P-43 are requisitioned airplanes which were turned over to the Air Corps.
c/ Includes XB-19, 4 project airplanes.
d/ Includes XP-41 and XP-40, project airplanes.

CONFIDENTIAL

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 10, 1941.

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SA-28-A

AIRPLANES ON ORDER AS OF APRIL 30, 1941.

Tactical Type (1)	Manufacturer (2)	Model (Series) (3)	Authorized Prior to 1940 Program (4)	Authorized by 1940 Program (5)	Authorized by 1941 Program (6)	Auth. or Pend. 1941 Program (7)	Auth. by 14,931 Program (8)	Auth. by "B" Misc. (9)	Auth. by 1941 Def. Aid (10)	Total on Order All Programs (11)	Not suitable for Tactical Purposes Indicated (12)
Combat											
Bomber, Heavy (4-eng.)	Boeing	B-17	--	--	150	127	288	--	--	417	417
	Consolidated	B-24	--	45	56	95	297	--	--	493	493
TOTAL			--	45	206	222	490	--	--	963	963
Bomber, Medium (2-eng.)	Douglas	B-23	--	--	--	--	--	--	--	--	--
	N. American	B-25	--	162	--	--	865	--	--	1,025	1,025
	Martin	B-26	--	165	66	73	731	--	--	1,035	1,035
	Other Medium Bombers		--	--	--	--	--	--	--	--	--
TOTAL			--	327	66	73	1,664	--	--	2,130	2,130
Bomber, Light (2-eng.) (1-eng.)	Douglas	A-20	20 a/	63	--	43	991	--	--	1,073	1,073
	Douglas	A-20[BD-2]	--	--	--	--	43	--	--	43	43
	Curtiss	A-25[SBC-3]	--	--	--	--	100	--	--	100	100
	N. American	A-27[BA-64]	--	--	--	--	--	--	--	--	--
	Other Light Bombers		--	--	--	--	--	--	--	--	--
TOTAL			20	63	--	43	1,034	--	--	1,216	1,216
Pursuit, Fighter (2-eng.)	Lockheed	P-38	--	71	37	375	197	--	--	680	680
	Other Pursuit Fighter		1	--	--	--	--	--	--	1	1
	Northrop	P-61	--	--	--	--	19	--	--	19	19
TOTAL			1	71	37	375	197	19	--	700	700
Pursuit, Int. (1-eng.)	Bell	P-39C & D	--	59	--	272	197	13	--	692	692
	Curtiss	P-40	--	324	--	442	1,390	--	--	2,156	2,156
	Republic	XP-47	--	--	--	--	54	--	--	54	54
	Republic	P-43A	--	58	--	--	--	--	--	58	58
	Ranson	P-47	--	--	--	225	548	--	--	773	773
	N. American	P-64	--	--	--	--	--	--	--	--	--
	Other Pursuit Int.		--	--	--	--	--	--	--	--	--
TOTAL			--	441	--	939	2,189	--	--	3,569	3,569
TOTAL COMBAT			21	969	309	1,651	5,574	13	--	8,577	8,577
Service Combat											
Transport (2-eng. and 1-eng.)	Beech	C-45	--	--	--	17	--	--	--	17	17
	Douglas	C-39	--	--	--	42	--	--	--	42	42
	Curtiss	C-46 (CW-20)	--	--	--	47	158	--	--	205	205
	Douglas	C-47	--	--	--	180	465	--	--	645	645
	Douglas	C-48	--	--	5	--	--	--	--	5	5
	Douglas	C-49	--	--	--	--	--	--	--	--	--
	Other Transport (1-eng.)		--	--	--	--	--	--	--	--	--
TOTAL			--	--	5	247	617	--	--	869	869
Observation, C. & D. (2-eng.) and (1-eng.)	Douglas	O-55[A-20]	--	--	--	--	775	--	--	775	775
	N. American	O-47	--	--	--	--	--	--	--	--	--
	Curtiss	O-52	--	203	--	--	--	--	--	203	203
	Other Observation 2-eng.		--	--	--	--	--	--	--	--	--
Liaison, C. & D. (1-eng.)	Stinson	O-49	--	116	--	--	180	--	--	297	297
	Bellanca	O-50	--	3	--	--	--	--	--	3	3
	Ryan	O-51	--	1	--	--	--	--	--	1	1
TOTAL			--	319	--	--	957	--	--	1,276	1,276
Photographic (2-eng.)	Beech	F-2	--	--	--	--	--	--	--	--	--
	Douglas	F-3	--	3	--	--	--	--	--	3	3
TOTAL			--	3	--	--	--	--	--	3	3
Amphibian (2-eng.)	Consolidated	OA-10[PBY-5]	--	--	14	4	56	--	--	74	74
	Consolidated	All OA's	--	--	--	--	--	--	--	--	--
TOTAL			--	--	14	4	56	--	--	74	74
Autogiro (1-eng.)	Kellett	G-1	--	--	--	--	--	--	--	--	--
TOTAL SERVICE COMBAT			--	322	19	247	1,030	--	--	1,118	1,118
TOTAL TACTICAL			21	1,291	328	1,778	7,454	13	--	10,590	10,590
Trainer Types											
Trainer, Primary (1-eng.)	Stearman	PT-13	--	--	--	--	--	--	--	--	--
	Stearman	PT-17,18	--	--	--	--	1,044	--	--	1,044	1,044
	Fairchild	PT-19	--	--	--	--	931	--	--	931	931
	Ryan	PT-20	--	--	--	--	--	--	--	--	--
	Ryan	PT-21	--	120	--	--	--	--	--	120	120
	Ryan	PT-22	--	--	--	--	373	--	--	373	373
	Other Primary Trainer		--	--	--	--	--	--	--	--	--
TOTAL			--	--	100	--	2,108	--	--	2,208	2,208
Trainer, Basic (1-eng.)	Vultee	BT-13	--	--	105	--	693	--	--	798	798
	N. American	BT-14	--	--	--	--	--	--	--	--	--
	Vultee	BT-15	--	--	80	--	1,507	--	--	1,587	1,587
	Other Basic Trainer		--	--	--	--	--	--	--	--	--
TOTAL			--	--	275	--	2,000	--	--	2,275	2,275
Trainer, Advanced (1-eng.)	N. American	AT-6	--	--	--	--	--	--	--	--	--
	Republic	AT-12	--	--	303	--	1,597	--	--	1,900	1,900
	Other Advanced Trainer (1-eng.)		--	--	--	--	--	--	--	--	--
TOTAL			--	--	303	--	1,597	--	--	1,900	1,900
Trainer, Advanced (2-eng.)	Beech	AT-7	--	--	44	--	--	--	--	44	44
	Beech	AT-7A	--	--	--	--	--	--	--	--	--
	Cessna	AT-8	--	--	66	150	191	--	--	341	341
	Curtiss	AT-9	--	--	--	150	341	--	--	491	491
	Beech	AT-11	--	--	--	--	150	--	--	150	150
TOTAL			--	--	69	300	682	--	--	1,051	1,051
TOTAL TRAINERS			--	--	747	300	6,387	--	--	7,434	7,434
GRAND TOTAL, ALL TYPES			21	1,291	1,075	2,078	13,946	13	--	18,024	18,024
Non-Project (Obsolete, Experimental and Service Test) Training in Tactical Units and Miscellaneous Transport										32 --	32 1
GRAND TOTAL ON ORDER APRIL 30, 1941										18,056	18,056

a/ Includes 20 A-20A's exchanged for A-17's.

Statistical Sec., Mat. Div.,
May 10, 1941.

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AIR CORPS PROGRAMS AUTHORIZED AND PENDING LEGISLATIVE ACTION FOR FISCAL YEAR 1941

[See note below] As of April 30, 1941

Tactical Types (1)	Manufacturer (2)	Model (Series) (3)	1940 Program (4)	1st Increment 2101 Program (5)	2nd Increment 14,931 Program (6)	"B" Misc. 29 Prog. (7)	4th Supplemental "Emer." Proc. (8)	4th Supplemental "Emer." Mod. (1772) (9)	Total Auth'd. Programs (10)	Prop'd & Pending Leg. Act. 12,000 Program (11)	Total All Programs (12)
Combat											
Bomber, Heavy (4-eng.)	Boeing	B-17	190	187	930	--					
	Consolidated	B-24	50	50	877	--					
TOTAL			206	222	430	--	1200	--	2120	700	2905
Bomber, Medium (2-eng.)	Douglas	B-18	--	--	--	--					
	N. American	B-25	--	--	823	--					
	Martin	B-26	66	73	791	--					
TOTAL			66	73	1614	--	2400	--	4197	1200	5397
Bomber, Light (1-eng., & 2-eng.)	Douglas	A-20	--	78	992	--					
	Douglas	A-24 (SBD-3)	--	78	--	--					
	Curtiss	A-25 (SB2C-1)	--	--	130	--					
	N. American	A-27 (BT-14)	--	--	11	--					
TOTAL			--	78	1101	--	--	--	1179	1000	2179
Pursuit, Fighter (2-eng.)	Lockheed	P-38	37	373	197	--					
	Northrop	P-61	--	--	--	15					
TOTAL			37	373	197	15	--	--	625	1150	1775
Pursuit, Int. (1-eng.)	Bell	P-39	--	229	267	--					
	Curtiss	P-40	--	340	1015	--					
	Republic	XP-47	--	3	3	--					
	Republic	P-44	--	--	--	--					
	Republic	P-47	--	521	348	--					
	Republic	P-43	--	--	--	--					
	N. American	P-51 (XA-.-.A)	--	--	--	6					
TOTAL			--	89	2586	6	--	--	3071	4650	8721
TOTAL COMBAT			309	1131	4824	19	3600	--	11075	9000	20075
Service Combat											
Transport (2-eng. and 1-eng.)	Beech	C-45	--	--	--	--					
	Douglas	C-39	--	--	--	--					
	Curtiss	C-46 (CW-20)	--	80	174	--					
	Douglas	C-47 (CW-21)	3	160	513	--					
	Lockheed	C-40	--	--	--	--					
TOTAL			3	240	687	--	--	275	1044	240	1284
Observation, C. & D. (2-eng.) and (1-eng.)	Douglas	O-46	--	--	--	--					
	N. American	O-47	--	--	--	--					
	Curtiss	O-52	--	--	--	--					
	Other Observation	2-eng.	--	--	--	--					
Liaison, C. & D. (1-eng.)	Stinson	O-49	--	--	102	--					
	Aeronca	O-58	--	--	--	--					
	Ryan	O-51	--	--	--	--					
TOTAL			--	--	907	--	--	--	907	--	907
Photographic 2-eng.	Beech	F-2	--	--	--	--					
	Douglas	F-3	--	--	--	--					
TOTAL			--	--	--	--	--	--	--	--	--
Amphibian (2-eng.)	Consolidated	OA-10 (PBY-5)	14	4	56	--					
TOTAL			14	4	56	--	--	--	74	--	74
Autogiro (1-eng.)	Kellett	G-1	--	--	--	--	--	--	--	--	--
TOTAL SERVICE COMBAT			17	244	1150	--	--	275	2075	240	2315
TOTAL TACTICAL			326	1375	5974	19	3600	275	13150	9240	22390
Trainer Types											
Trainer, Primary (1-eng.)	Waco	PT-14	70	--	--	--					
	Waco	PT-17,18	280	--	1194	--					
	Fairchild	PT-19	100	--	771	--					
	Ryan	PT-21	100	--	--	--					
	Ryan	PT-22	--	--	373	--					
TOTAL			540	--	2338	--	--	1500	4090	900	4990
Trainer, Basic (1-eng.)	Vultee	BT-13	200	--	1297	--					
	Vultee	BT-15	300	--	1703	--					
	N. American	BT-14	--	--	--	--					
TOTAL			500	--	3000	--	--	2000	4500	900	5400
Trainer, Advanced (1-eng.)	N. American	AT-6	137	--	1510	--					
	Republic	AT-12	--	--	50	--					
TOTAL			137	--	1660	--	--	1000	2797	300	3097
Trainer, Advanced (2-eng.)	Beech	AT-7	77	--	--	--					
	Beech	AT-10	--	150	191	--					
	Curtiss	AT-9	--	50	--	--					
	Curtiss	AT-4	--	150	541	--					
	Beech	AT-11	--	--	110	--					
TOTAL			100	350	842	--	--	2000	3292	600	3892
TOTAL TRAINERS			1777	350	8132	--	--	5500	14679	2700	17379
GRAND TOTAL, ALL TYPES			2103	1725	14106	19	3600	5775	29829	12000	41829

1/ 1 A-20G airplane transferred to the Navy and dropped from progress.

Note: Reinstatement of Air Corps Authorized Procurement Programs

Authorized by:	Mil Appro. Act Beg. F.Y. 1941	Nat Def. Appro. Act 1st Supp. F.Y. 1941	H.R. 10800	Deferred	Total
Requirement under 1940 Prog	166				166
Accelerated Training Prog	1300				1300
1st Increment of 12,000 Prog		2101			2101
2nd Increment of 12,000 Prog			14,931		14,931
Deferred Item of 12,000 Prog				1,431 *	1,431
Total Programs					20,029
Less Delivered Dec. 31 1940 Prog					-1725
Total Programs Currently in Effect					18304

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** MODIFICATION OF 1439 DEFERRED AIRPLANES

	Original Program	Modified Program
Medium Bombers	1120	1120
Trainers	200	200
Transports	119	119
Total	1439	1439

* 719 of the original 1439 redistributed as follows:

Curtiss	P-40	512
Republic	P-43	50 (requisitioned)
Stinson	O-49	182
Republic	AT-12	50 (requisitioned)
Dive Bombers		125 (undetermined)
Total		919

Statistical Sec., Mat. Div.
Office, Chief of Air Corps.
May 9, 1941.

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SA-28-6

DEFENSE AID
AUTHORIZED AIRPLANE PROCUREMENT PROGRAMS

As of April 30, 1941.

	Authorized by Lease-Lend Act				On Order			
	505 Program	R.F.C. (714) Program	Increment Added by Lease-Lend Act	Total	505 Program	714 Program	Increment Added by Lease-Lend Act	Total as of 4/30/41
TACTICAL TYPES								
Combat								
Bomber, Heavy (4-eng.)								
Boeing B-17	-	-	300	300				
Consolidated B-24	30	30	640	700				
Total	30	30	940	1,000				
Bomber, Medium (2-eng.)								
Martin B-26	-	-	500	500				
Lockheed L-37	-	-	1,050	1,050				
Total	-	-	1,550	1,550				
Bomber, Light								
Douglas A-20C	375	100	575	1,050	375	100	-	475
Hudson	-	-	469	469				
Martin 187	-	-	575	575				
Total	375	100	1,619	2,094				
Scout Dive Bomber								
Vultee	-	-	300	300				
Undetermined	-	-	300	300				
Total	-	-	600	600				
Pursuit Interceptor (1-eng.)								
Bell P-39	-	-	150	150				
Curtiss P-40	100	384	1,516	2,000				
N. American NA-73	-	-	150	150				
Undetermined	-	-	750	750				
Total	100	384	2,566	3,050				
TOTAL TACTICAL COMBAT	505	514	7,275	8,294	375	100	-	475
TRAINERS								
Advanced Trainers (1-eng.)								
N. American AT-6	-	200	1,400	1,600				
TOTAL TRAINERS	-	200	1,400	1,600	-	-	-	-
GRAND TOTAL ALL TYPES	505	714	8,675	9,894	375	100	-	475

Statistical Section, Mat. Div.,
Office, Chief of Air Corps.
May 10,1941.

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AIRCRAFT ENGINE FACILITIES—FLOOR SPACE AND PRODUCTIVE EMPLOYEES
BY MONTHS, 1941

ENGINE FACILITIES
SU-24

Productive Floor Space in Square Feet

Number of Productive Employees

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 10, 1941.

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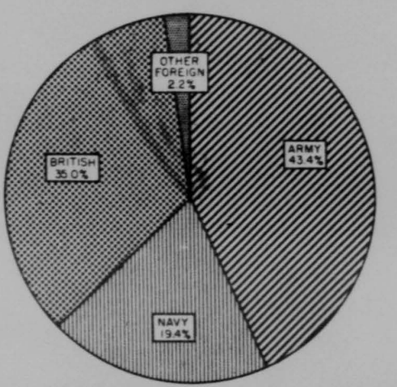
PROPORTION OF ACCEPTED DELIVERIES OF MILITARY AIRCRAFT PRODUCED IN THE UNITED STATES, FOR APRIL 1941 BY CUSTOMER

RM-61
Distribution of Mil. Aircraft by Cust - 1941

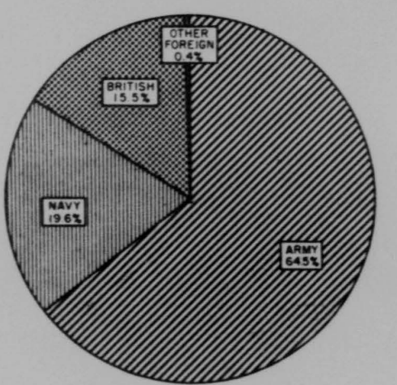
TACTICAL AIRPLANES



Army	295
Navy	132
British	238
Other Foreign	15
TOTAL	680

*Includes 2 experimental models

TRAINING AIRPLANES



Army	448
Navy	136
British	108
Other Foreign	3
TOTAL	695

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STATISTICAL SEC., MAT. DIV., OFFICE, CHIEF OF AIR CORPS, MAY 19, 1941

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PRODUCTIVE FLOOR SPACE (sq. ft.) OF AIRFRAME PLANTS AND MAXIMUM EXPECTED AT CLOSE OF DECEMBER 1941

FLOOR SPACE
AIRFRAME PLANTS
SU-26

Manufacturer	January	February	March	April	May	June	July	August	September	October	November	December	Est. Maximum To Be Reached by 12/31/41
1. Boeing	1,400,000	1,400,000	1,400,000	1,400,000									
2. Bell	644,000	644,000	644,000	644,000									
3. Bellanca	74,000	74,000	74,000	74,000									
4. Boeing	1,400,000	1,400,000	1,400,000	1,400,000									
5. Brewster	591,000	591,000	591,000	591,000									
6. Cessna	252,400	252,400	254,400	254,400									
7. Consolidated	1,400,000	1,400,000	1,400,000	1,400,000									
8. Culver	47,000	47,000	47,000	47,000									
9. Curtiss (Buffalo)	500,000	500,000	575,000	575,000									
10. Curtiss (Columbus)			110,000	110,000									
11. Curtiss (St. Louis)	126,400	126,400	126,400	126,400									
12. Douglas (El Segundo)	331,000	331,000	331,000	331,000									
13. Douglas (Santa Monica)	1,200,000	1,200,000	1,200,000	1,200,000									
14. Engineering & Research	1/	1/	1/	1/									
15. Fairchild	97,136	109,036	115,267	115,267									
16. Fleetwings	120,000	90,000	90,000	120,000									
17. Grumman	331,000	331,000	331,000	331,000									
18. Lockheed	1,200,000	1,200,000	1,200,000	1,200,000									
19. Martin	1,200,000	1,200,000	1,200,000	1,200,000									
20. Naval Aircraft Factory	1/	1/	1/	1/									
21. North American (Dallas)	45,000	45,000	90,000	90,000									
22. North American (Inglewood)	600,000	600,000	600,000	600,000									
23. Northrop	120,000	120,000	120,000	120,000									
24. Republic	120,000	120,000	120,000	120,000									
25. Ryan	120,000	120,000	120,000	120,000									
26. Spartan	72,000	1/	72,000	72,000									
27. Stearman	120,000	120,000	120,000	120,000									
28. Stinson	91,000	91,000	91,000	91,000									
29. Sunker	1/	1/	1/	1/									
30. Vega	120,000	120,000	120,000	120,000									
31. Vidal Research2/	1/	1/	1/	1/									
32. Vought-Sikorsky	120,000	120,000	120,000	120,000									
33. Vultee (Downey)	120,000	120,000	120,000	120,000									
34. Vultee (Nashville)	144,000	144,000	144,000	144,000									
35. Ward	30,000	30,000	30,000	30,000									
GRAND TOTAL	11,771,936	11,966,771	12,110,267	12,110,267									
Per cent increase over previous month		1.66	1.20	0.00									

NOTE: This tabulation includes only companies which produce military types of aircraft.

1/ Includes rented floor area.
2/ No data available.
3/ Name changed from Aircraft Research to Vidal Research during March, 1941.

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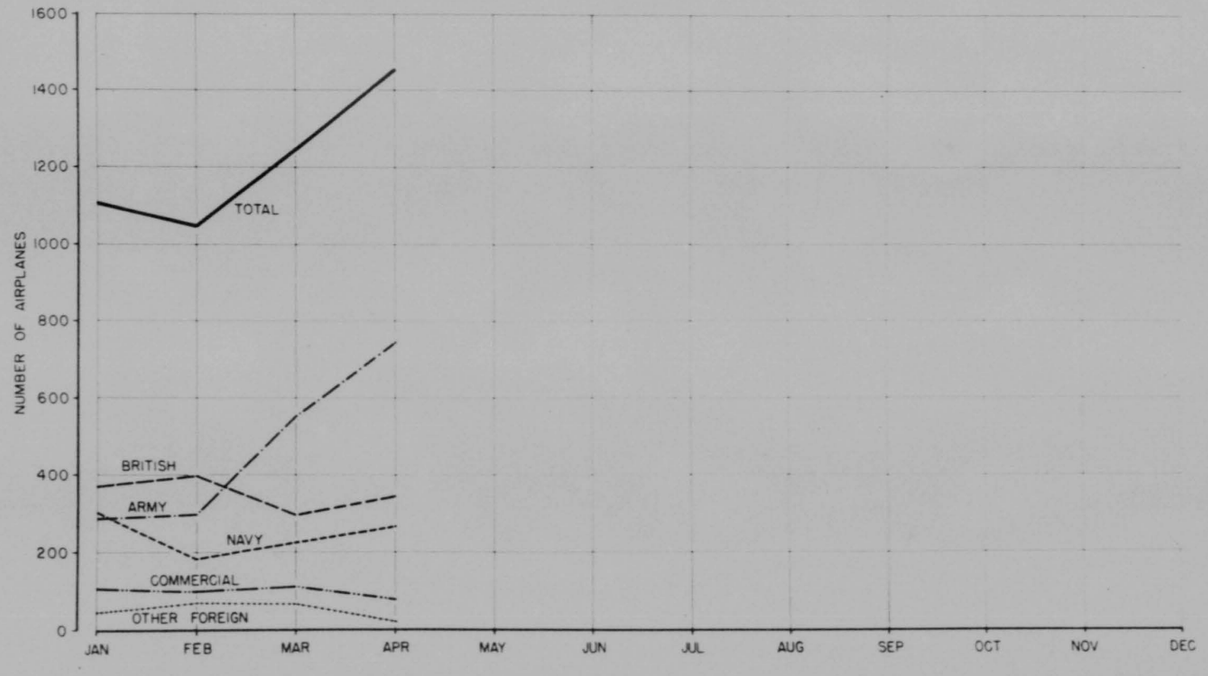
AIRP DEL BY CUST
RM-7

ACTUAL AIRPLANE DELIVERIES CLASSIFIED BY CUSTOMER

CALENDAR YEAR 1941



SOURCE: RM-32

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STATISTICAL SEC., MAT. DIV.,
OFFICE, CHIEF OF AIR CORPS
MAY 19, 1941

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RM-7A

AIRPLANE DELIVERIES FOR PRINCIPAL AIRPLANE MANUFACTURERS

CLASSIFIED BY CUSTOMER - BY MONTHS, 1941

1941	ARMY		NAVY		BRITISH		OTH. FGN.		COMMERCIAL		TOTAL		CUMULATIVE	
	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.
Jan.	286	4.5	302	8.21	369	16.0	45	7.2	103	0	1105	35.91	1105	35.91
Feb.	298	3.9	183	13.5	397	23.0	68	4.0	99	1.0	1045	45.4	2150	81.31
Mar.	551	27.63	224	18.0	295	49.0	65	11.8	109	1.0	1244	107.43	3394	188.74
Apr.	743	25.0	266	32.6	346	70.0	19	2.5	135	1.0	1509	131.1	4903	319.84

NOTE: Excluded from above figures are experimental airplanes, and airplanes produced by concerns manufacturing only commercial models.

For a listing of manufacturers see Chart RM-7.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 21, 1941.

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U.S. ARMY AIR CORPS

RM-22
Undel Arpl

UNDELIVERED AIRPLANES BY FISCAL YEAR FUNDS
AS OF APRIL 30, 1941

Type and Model	Manufacturer	FISCAL YEAR PROCUREMENT PROGRAM						TOTAL
		1936	1937	1938	1939	1940	1941	
PROJECT AIRPLANES								
Bomber, Heavy								
B-17E	Boeing							
B-24	Consolidated	0	0	0	0	0	512	512
B-24A	Consolidated	0	0	0	0	1	0	1
B-24C	Consolidated	0	0	0	0	9	0	9
B-24D	Consolidated	0	0	0	0	0	8	8
TOTAL		0	0	0	0	26	408	434
		0	0	0	0	45	920	965
Bomber, Medium								
B-25	North American	0	0	0	0	2	0	2
B-25A	North American	0	0	0	0	40	0	40
B-25B	North American	0	0	0	0	120	0	120
B-25C	North American	0	0	0	0	0	863	863
B-26	Martin	0	0	0	0	165	0	165
B-26A	Martin	0	0	0	0	0	139	139
B-26B	Martin	0	0	0	0	0	791	791
TOTAL		0	0	0	0	327	1,793	2,120
Bomber, Light								
A-20	Douglas	0	0	0	61	0	0	61
A-20A	Douglas	0	0	0	0	22*	0	22
A-20B	Douglas	0	0	0	0	0	991	991
A-24 (SBD-3)	Douglas	0	0	0	0	0	78	78
A-25 (SB2C-1)	Curtiss	0	0	0	0	0	100	100
TOTAL		0	0	0	61	22	1,169	1,252
Pursuit, Fighter								
YFM-1A	Bell	0	0	1	0	0	0	1
YP-38	Lockheed	0	0	0	0	0	0	0
YP-38A	Lockheed	0	0	0	0	1	0	1
P-38	Lockheed	0	0	0	0	29	0	29
P-38D	Lockheed	0	0	0	0	36	0	36
P-38E	Lockheed	0	0	0	0	0	607	607
YP-61	Northrop	0	0	0	0	0	15	15
TOTAL		0	0	1	5	66	630	692
Pursuit, Interceptor								
P-39D	Bell	0	0	0	0	59	623	682
P-40B	Curtiss	0	0	0	0	0	1	1
P-40C	Curtiss	0	0	0	0	0	13	13
P-40D	Curtiss	0	0	0	0	0	0	0
P-40E	Curtiss	0	0	0	0	0	0	0
P-43	Republic	0	0	0	0	299	1,517	1,816
P-43A (P-44)	Republic	0	0	0	0	0	54	54
P-47B	Republic	0	0	0	0	80	0	80
TOTAL		0	0	0	0	463	2,980	3,443
Observation, C & D								
O-49	Vultee	0	0	0	0	113	0	113
O-49A	Vultee	0	0	0	0	0	182	182
YO-50	Bellanca	0	0	0	0	1	0	1
O-52	Curtiss	0	0	0	0	205	0	205
O-53	Douglas	0	0	0	0	0	775	775
TOTAL		0	0	0	0	319	957	1,276
Reconnaissance, Army								
F-3	Douglas	0	0	0	3	0	0	3
Amphibian								
OA-10	Consolidated	0	0	0	0	0	74	74
Transport								
C-43A	Beech	0	0	0	0	0	17	17
C-46	Curtiss	0	0	0	0	0	290	290
C-47	Douglas	0	0	0	0	0	345	345
C-48A	Douglas	0	0	0	0	0	3	3
TOTAL		0	0	0	0	0	765	765
Training, Primary								
PT-17	Stearman	0	0	0	0	0	1,044	1,044
PT-19A	Fairchild	0	0	0	0	0	491	491
PT-21	Ryan	0	0	0	0	0	130	130
PT-22	Ryan	0	0	0	0	0	573	573
TOTAL		0	0	0	0	0	2,208	2,208
Training, Basic								
BT-13A	Vultee	0	0	0	0	0	886	886
BT-15	Vultee	0	0	0	0	0	1,389	1,389
TOTAL		0	0	0	0	0	2,275	2,275
Training, Adv., 1-eng.								
AT-6A	North American	0	0	0	0	0	1,900	1,900
Training, Adv., 2-eng.								
AT-7	Beech	0	0	0	0	0	44	44
AT-8	Cessna	0	0	0	0	0	25	25
AT-9	Curtiss	0	0	0	0	0	491	491
AT-10(AT-7A)	Beech	0	0	0	0	0	341	341
AT-11	Beech	0	0	0	0	0	150	150
TOTAL		0	0	0	0	0	1,051	1,051
TOTAL PROJECT AIRPLANES		0	0	1	68	1,245	16,712	18,024
TOTAL NON-PROJECT AIRPLANES		1	0	0	1	8	22	32
GRAND TOTAL -- ALL TYPES		1	0	1	69	1,251	16,734	18,056

* Includes 20 A-20A's furnished in exchange for A-17A's.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 23, 1941.

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NUMBER OF PRODUCTIVE AIRPLANE EMPLOYEES - MAXIMUM EXPECTED TO BE REACHED BY DECEMBER 1941

BY MONTHS, 1941

PRODUCTIVE AIRPLANE EMPLOYEES SU-22

Manufacturer	January	February	March	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
1. Beech	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
2. Bell	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
3. Bellanca	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
4. Boeing	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
5. Brewster	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
6. Canoga													[illegible]
7. Consolidated	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
8. Culver	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
9. Curtiss (Buffalo)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
10. Curtiss (Orlando)													[illegible]
11. Curtiss (St. Louis)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
12. Douglas (E. Segundo)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
13. Douglas (Santa Monica)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
14. Engineering & Research	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
15. Fairchild	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
16. Fleetwings	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
17. Grumman	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
18. Lockheed	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
19. Martin	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
20. Naval Aircraft Factory	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
21. North American (Dallas)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
22. North American (Inglewood)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
23. Northrop	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
24. Republic	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
25. Ryan	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
26. Spartan	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
27. Stearman	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
28. Stinson	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
29. Tucker	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
30. Vega	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
31. Vidal Research	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
32. Vought-Sikorsky	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
33. Vultee (Downey)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
34. Vultee (Nashville)	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
35. Waco	[illegible]	[illegible]	[illegible]	[illegible]									[illegible]
GRAND TOTAL	102,540	107,562	114,277	120,918									[illegible]
Per cent increase over previous month	4.95	6.78	6.04										[illegible]

NOTE: This tabulation includes only companies which produce military types of aircraft.

1/ No data available.
Name changed from Aircraft Research to Vidal Research during March, 1941.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 20, 1941.

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OTHER FOREIGN

AIRPLANE ENGINES ON CONTRACT - DELIVERIES - NUMBER TO BE DEL
ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER, CUSTOMER &

AS OF APRIL 30, 1941

Manufacturer	Customer	Model	Total No. on Contract	Deliveries To Date	To Be Delivered	MANUFACTURERS' ESTIMATED SC					
						1941 Calendar Year					
						May	June	July	Aug.	Sep.	Oct.
Allison	China	V-1710-C15A	50	10	40	20	10	10			
Total			50	10	40	20	10	10			
Jacobs	Finland	L-4	1	0	1	1					
Total			1	0	1	1					
Kinner	Portugal	R-5	2	0	2	2					
Total			2	0	2	2					
Pratt & Whitney	Brazil	R-985-SB3	2	0	2	2					
Pratt & Whitney	Brazil	R-1340-H1	1	0	1	1					
Pratt & Whitney	Peru	R-1340-H1G	3	2	1	1					
Pratt & Whitney	Venezuela	R-985-SB3	4	0	4	4					
Pratt & Whitney	Venezuela	R-1690-E9G	2	0	2	-	2				
Total			12	2	10	8	2				
Ranger	Brazil	6-440-4	20	1	19	6	8	5			
Total			20	1	19	6	8	5			
Warner	Chile	165 H.P.	28	9	19	7	0	0	0	0	0
Total			28	9	19	7	0	0	0	0	0
Wright (Paterson)	Iran	GR-1820-G205A	3	0	3	-	3				
Wright (Paterson)	N.E.I.	GR-1820-G205A	54	26	28	10	18				
Wright (Paterson)	N.E.I.	GR-2600-A5B	113	26	87	-	-	-	5	20	20
Wright (Paterson)	N.E.I.	GR-2600-A5B	12	0	12	-	-	-	-	-	-
Wright (Paterson)	Norway	GR-1820-G205A	110	109	1	1	-	-	-	-	-
Wright (Paterson)	Russia	GR-1820-G205A	10	2	8	-	-	-	-	-	-
Total			302	163	139	11	21	0	5	20	20
GRAND TOTAL			415	185	230	55	41	15	5	20	20
CUMULATIVE TOTAL						55	96	111	116	136	156

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OTHER FOREIGN

O. F. AIRP. ENG. DEL.
EST. SCHED.
RM-64

AIRPLANE ENGINES ON CONTRACT - DELIVERIES - NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER, CUSTOMER & MODEL
AS OF APRIL 30, 1941

urer	Customer	Model	Total No. on Contract	Deliv-eries To Date	To Be Deliv-ered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES									
						1941 Calendar Year								C.Y. 1942	
						May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Unsched.
	China	V-1710-C15A	50	10	40	20	10	10							
al			50	10	40	20	10	10							
	Finland	L-4	1	0	1	1									
al			1	0	1	1									
	Portugal	R-5	2	0	2	2									
al			2	0	2	2									
Whitney	Brazil	R-985-SB3	2	0	2	2									
Whitney	Brazil	R-1340-H1	1	0	1	1									
Whitney	Peru	R-1340-H1G	3	2	1	1									
Whitney	Venezuela	R-985-SB3	4	0	4	4									
Whitney	Venezuela	R-1690-E6	2	0	2	-	2								
al			12	2	10	8	2								
	Brazil	6-440-4	20	1	19	6	8	5							
al			20	1	19	6	8	5							
	Chile	165 H.P.	28	9	19	7	0	0	0	0	0	0	0	0	12
al			28	9	19	7	0	0	0	0	0	0	0	0	12
aterson)	Iran	GR-1820-G205A	3	0	3	-	3								
Paterson)	N.E.I.	GR-1820-G205A	54	26	28	10	18								
Paterson)	N.E.I.	GR-2600-A5B	113	26	87	-	-	-	5	20	20	20	21	1	
Paterson)	N.E.I.	GR-2600-A5B	12	0	12	-	-	-	-	-	-	-	-	12	
Paterson)	Norway	GR-1820-G205A	110	109	1	1									
Paterson)	Russia	GR-1820-G205A	10	2	8	-	-	-	-	-	-	-	-	-	8
l			302	163	139	11	21	0	5	20	20	20	21	13	8
GRAND TOTAL			415	185	230	59	41	15	5	20	20	20	21	13	20
CUMULATIVE TOTAL						59	96	111	116	136	156	176	197	210	230

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 16, 1941.

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ACTUAL AIRPLANE ENGINE DELIVERIES CLASSIFIED BY CUSTOMER[1]

CALENDAR YEAR - 1941

1941	ARMY Comp.	ARMY Sp.	NAVY Comp.	NAVY Sp.	BRITISH Comp.	BRITISH Sp.	OTH. FGN. Comp.	OTH. FGN. Sp.	COMMERCIAL Comp.	COMMERCIAL Sp.	TOTAL Comp.	TOTAL Sp.	CUMULATIVE Comp.	CUMULATIVE Sp.
Jan.	640	49	521	41	1189	0	64	8	771	0	3185	98	3185	98
Feb.	1225	56	234	18	1272	0	45	0	542	0	3318	74	6503	172
Mar.	1228	51.8	459	11	1391	0	99	9	610	0	3787	71.8	10290	243.8
Apr.	1591	66.2	466	40	1237	7	166	0	669	0	4129	113.2	14419	357

1/ Does not include engines delivered to Ordnance or experimental models
Source: RM-56 for complete units and engine book for spares

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 20, 1941

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U. S. ARMY AIR CORPS

EST AIRPLANE DEL
RM-8

PROJECT AND NON-PROJECT AIRPLANES ON CONTRACT-DELIVERIES-NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY MANUFACTURER
AS OF APRIL 30, 1941

Manufacturer	Model	Total No. on Contract	Deliveries To Date	To Be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES																			Aft Dec.	Un-sched.	No. Ahead or Behind Cost Sched.
					May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.			
					Cal. Yr. 1941								Cal. Yr. 1942														
PROJECT AIRPLANES																										
Beech	AT-7	67	23	44	15	20	9																			
Beech	AT-10	150	0	150	-	1	12	35	38	44																-6
Beech	AT-10	191	0	191	-	-	-	-	-	24	70	75	22													-1
Beech	AT-11	120	0	120	-	2	11	17	20	30	50	20														-28
Beech	C-45A	20	3	17	1	4	8	4																		-42
TOTAL		578	26	552	16	27	40	56	78	98	120	95	22													-9
Bell	TFM-1A	3	2	1	1																					-86
Bell	P-39D	65	1	64	50	29																				-1
Bell	P-39D	625	0	625	-	50	60	75	60	60	75	60	80	64	59											-199
TOTAL		686	3	683	51	79	60	75	60	60	75	60	80	64	59											-80
Bellanca	TG-50	3	2	1	1																					-140
Boeing	B-17E	512	0	512	-	-	-	5	12	25	50	40	40	40	40	40	40	40	40	40	40	40				-1
Cessna	AT-8	33	8	25	8	7	10																			-5
Consolidated	B-24	1	0	1	1																					-14
Consolidated	B-24A	9	0	9	5																					
Consolidated	B-24C	9	0	9	-	4																				-1
Consolidated	B-24D	20	0	20	-	1	3	5																		-5
Consolidated	B-24D	56	0	56	-	-	-	-	1	10	9															0
Consolidated	B-24D	352	0	352	-	-	-	-	-	-	4	18	26	8												0
Consolidated	B-24D	6	0	6	-	-	-	-	-	-	-	-	-	28	36	36	36	36	36	36	36	36				0
Consolidated	OA-10	74	0	74	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-				0
TOTAL		527	0	527	6	5	3	5	7	10	13	18	32	51	58	52	45	42	36	36	36	36				0
Curtiss (Bflo)	D-12	303	0	303	15	30	30	30	30	30	38															-4
Curtiss (Bflo)	P-40B	131	130	1	1																					-58
Curtiss (Bflo)	P-40C	193	184	13	13																					-21
Curtiss (Bflo)	P-40D	25	0	25	20	5																				+174
Curtiss (Bflo)	P-40E	299	0	299	-	36	51	61	106	45																-2
Curtiss (Bflo)	P-40E	1,319	0	1,319	-	-	1	0	0	61	170	232	63	15	25	50	110	200	300	292						0
TOTAL		2,370	313	2,057	46	71	82	91	136	136	208	232	63	15	25	50	110	200	300	292						0
Curtiss (Columbus)	A-25	130	0	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	+115
Curtiss (St. L.)	AT-9	130	0	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	0
Curtiss (St. L.)	AT-9	541	0	541	-	-	1	5	10	28	38	48														-42
Curtiss (St. L.)	C-46	46	0	46	-	-	-	-	-	-	-	27	90	90	90	44										0
Curtiss (St. L.)	C-46	134	0	134	-	-	-	-	-	-	-	-	1	2	5	9	13	14								0
TOTAL		691	0	691	-	-	1	5	10	28	38	75	91	92	95	53	13	14	26	26	26	26	26	20		0
Douglas (E.S.)	A-24	78	0	78	-	16	15	16	15	16																-42
Douglas (L.B.)	A-20B	991	0	991	-	-	-	-	-	15	18	27	27	44	50	72	80	135	120	225	200	49				-8
Douglas (L.B.)	C-47	545	0	545	-	-	-	-	10	25	22	33	50	58	67	72	87	89								0
Douglas (L.B.)	O-57	775	0	775	-	-	-	-	-	-	-	-	-	-	-	75	50	75	100	250	275					0
TOTAL		2,311	0	2,311	-	-	-	-	10	58	40	60	61	105	128	147	202	257	389	500	299	275				0
Douglas (S.M.)	A-20	60	0	60	6	17	25	12																		-28
Douglas (S.M.)	A-20A	125	125	1	1																					-2
Douglas (S.M.)	A-20A	20	0	20	-	20																				0
Douglas (S.M.)	C-48A	3	0	3	-	2	0	1																		0
Douglas (S.M.)	P-3	3	0	3	-	3																				-5
TOTAL		209	125	89	9	42	25	13																		-33
Fairchild	PT-19A	675	182	491	51	50	80	80	80	90	60															+42
Lockheed	YP-38	13	8	5	2																					-5
Lockheed	P-38	29	0	29	4	20	5																			-29
Lockheed	P-38D	56	0	56	-	-	56																			-56
Lockheed	P-38E	607	0	607	-	-	-	1	12	73	108	120	150	121												0
TOTAL		685	8	677	9	20	42	52	73	108	120	150	121													-70
Martin	B-26	201	36	165	25	24	27	30	33	38																-52
Martin	B-26A	179	0	179	-	-	-	-	-	-	10	45	45	59												0
Martin	B-26B	791	0	791	-	-	-	-	-	-	-	-	9	26	84	100	110	115	115	115	115					0
TOTAL		1,171	36	1,995	25	24	27	30	33	38	45	54	97	84	100	110	115	115	115	115						-58
North Amer. (Dallas)	AT-6A	1,750	33	1,717	8	12	34	38	36	78	100	129	144	166	199	232	248	268	12							+10
North Amer. (Engle.)	AT-6A	557	322	235	79	80	80																			
North Amer.	B-25	24	22	2	2																					
TOTAL		2,331	377	1,954	89	92	114	38	36	78	100	129	144	166	199	232	248	268	12							

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Consolidated	B-24	1	0	1	1																								-14
Consolidated	B-24A	9	0	9	5	4																							-1
Consolidated	B-24C	9	0	9	-	1	3	5																					-1
Consolidated	B-24D	20	0	20	-	-	-	-	1	10	9																		0
Consolidated	B-24D	56	0	56	-	-	-	-	-	-	4	18	26	8															0
Consolidated	B-24D	352	0	352	-	-	-	-	-	-	-	-	-	28	36	36	36	36	36	36	36	36	36						0
Consolidated	B-24D	6	0	6	-	-	-	-	6																				0
Consolidated	0A-10	74	0	74	-	-	-	-	-	-	-	-	6	15	22	16	9	6											0
TOTAL		527	0	527	6	5	3	5	7	10	13	18	32	51	58	52	45	42	36	36	36	36	36						-4
Curtiss (Bflo)	O-52	203	0	203	15	30	30	30	30	30	38																		-58
Curtiss (Bflo)	P-40B	131	130	1	1																								-1
Curtiss (Bflo)	P-40C	193	183	10	10																								-10
Curtiss (Bflo)	P-40D	25	0	25	20	5																							+174
Curtiss (Bflo)	P-40E	299	0	299	-	36	51	61	106	45																			-2
Curtiss (Bflo)	P-40E	1,519	0	1,519	-	-	1	9	0	61	170	232	65	15	25	50	110	200	300	292									0
TOTAL		2,370	313	2,057	46	71	82	91	136	136	208	232	65	15	25	50	110	200	300	292									0
Curtiss (Columbus)	A-25	190	0	190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	+115
Curtiss (St. L.)	AT-9	150	0	150	-	-	1	3	10	28	58	48																	0
Curtiss (St. L.)	AT-9	341	0	341	-	-	-	-	-	-	-	27	90	90	90	44													-42
Curtiss (St. L.)	C-46	46	0	46	-	-	-	-	-	-	-	-	1	2	3	9	15	14											0
Curtiss (St. L.)	C-46	154	0	154	-	-	-	-	-	-	-	-	-	-	-	-	-	4	26	26	26	26	26	20					0
TOTAL		691	0	691	-	-	1	3	10	28	58	75	91	92	93	53	15	18	26	26	26	26	26	20					0
Douglas (E.B.)	A-24	78	0	78	-	16	15	*16	15	16																			-42
Douglas (L.B.)	A-20B	991	0	991	-	-	-	-	-	13	18	27	27	55	70	80	135	120	225	200	49								-8
Douglas (L.B.)	C-47	545	0	545	-	-	-	-	10	25	22	33	34	50	58	67	72	87	80										0
Douglas (L.B.)	O-35	775	0	775	-	-	-	-	-	-	-	-	-	-	-	-	25	50	75	100	250	275							0
TOTAL		2,311	0	2,311	-	-	-	-	10	38	40	60	61	105	128	147	232	257	380	300	299	275							0
Douglas (S.M.)	A-20	60	0	60	0	17	25	12																					-28
Douglas (S.M.)	A-20A	125	120	5	3																								-2
Douglas (S.M.)	A-20A	20	0	20	-	20																							0
Douglas (S.M.)	O-49A	3	0	3	-	2	0	1																					0
Douglas (S.M.)	P-3	5	0	5	-	5																							-5
TOTAL		209	120	89	9	42	25	13																					-33
Fairchild	PT-19A	673	182	491	51	50	80	80	80	80	60																		+42
Lockheed	YP-38	13	8	5	5																								-1
Lockheed	P-38	29	0	29	4	20	5																						-29
Lockheed	P-38D	36	0	36	-	-	36																						-36
Lockheed	P-38E	607	0	607	-	-	1	52	75	108	120	150	121																0
TOTAL		685	8	677	9	20	42	52	75	108	120	150	121																-70
Martin	B-26	201	36	165	25	24	27	30	33	28																			-52
Martin	B-26A	179	0	179	-	-	-	-	-	10	45	45	52																0
Martin	B-26B	791	0	791	-	-	-	-	-	-	-	9	28	84	100	110	115	115	115	115									0
TOTAL		1,171	36	1,095	25	24	27	30	33	38	45	54	67	84	100	110	115	115	115	115									-52
North Amer.(Dallas)	AT-6A	1,730	13	1,717	8	12	34	38	56	78	100	122	144	166	199	232	248	268	12										+10
North Amer.(Ingle.)	AT-6A	517	334	183	75	80	28																						+87
North Amer.	B-25	24	22	2	2																								-48
North Amer.	B-25A	40	0	40	15	25																							0
North Amer.	B-25B	120	0	120	-	-	25	40	40	15																			0
North Amer.	B-25C	863	0	863	-	-	-	-	1	10	50	50	70	80	80	80	80	80	80	80	80	80	62						+36
TOTAL		1,564	356	1,208	92	105	53	40	41	25	50	50	70	80	80	80	80	80	80	80	80	80	62						0
Northrop	P-61	13	0	13	-	-	-	-	-	-	-	-	-	1	2	2	3	3	2										-54
Republic	P-43	94	0	94	9	10	12	14	9																				-10
Republic	P-43A	80	0	80	-	-	-	1	7	6	12	15	20	20	3														0
Republic	P-47B	773	0	773	-	-	-	-	1	1	2	2	1	0	7	6	12	18	26	36	45	55	65	80	420				-64
TOTAL		907	0	907	9	10	12	15	17	7	14	17	21	20	6	6	12	18	26	36	45	55	65	80	420				-100
Ryan	PT-21	100	0	100	60	14	26																						-50
Ryan	PT-22	573	0	573	-	-	-	111	156	170	156																		-150
TOTAL		673	0	673	60	14	26	111	156	170	156																		-25
Stearman	PT-17	1,144	100	1,044	150	140	100	120	200	200	129																		-55
Vultee (Downey)	BT-13A	893	7	886	Included in schedule for 1,607 BT-13																								-55
Vultee (Downey)	BT-13	1,607	218	1,389	136	161	188	189	209	242	201	242	242	240	225														-55
TOTAL		2,500	225	2,275	136	161	188	189	209	242	201	242	242	240	225														-56
Vultee (Nash.)	O-49	142	27	115	25	30	30	30																					0
Vultee (Nash.)	O-49A	182	0	182	-	-	-	-	16	42	42	42	42																-56
TOTAL		324	27	297	25	30	30	30	16	42	42	42	42																-56
TOTAL PROJECT AIRPLANES		19,442	1,419	18,023	686	803	828	971	1,187	1,401	1,441	1,237	1,094	908	1,017	772	870	1,041	1,026	925	526	494	127	100	420	100			-614
CUMULATIVE TOTAL					686	1,488	2,316	3,287	4,474	5,875	7,316	8,553	9,647	10,605	11,622	12,394	13,264	14,305	15,331	16,256	16,782	17,276	17,403	17,503	17,923	18,023			
NON-PROJECT AIRPLANES																													
Bell	XP-59	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1									0
Bell	XP-39E	2	0	2	-	-	-	-	-	1	1																		0
TOTAL		4	0	4	-	-	-	-	-	1	1	0	0	0	0	0	0	0	1	1									0
Boeing	XB-29	3	0	3	-	-	-	-	-	-	-	-	-	-	-	1	0	1	0	1									0
Consolidated	XB-32	3	0	3	-	-	-	-	-	-	-	-	-	-	1	0	0	1	0	0	1								0
Curtiss (Bflo)	XP-46	1	0	1	1																								-1
Curtiss (Bflo)	XP-46A	1	0	1	1																								-1
Curtiss (Bflo)	XP-55	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
TOTAL		3	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-2
Douglas (S.M.)	XB-19	1	0	1	-	1																							-1
Fairchild	XAT-13	1	0	1	-	-	-	-	-	-	-	-	-	-	-	1													0
Fairchild	XAT-14	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1												0
TOTAL		2	0	2	-	-	-	-	-	-	-	-	-	-	-	1	1												0
Fleetwings	XBT-12	1	0	1	1																								-1
Grumman	XP-50	1	0	1	1																								-1
Kellet Autogiro	XR-2	1	0	1	-	-	1																						0
Lockheed	XP-49	1	0	1	-	-	-	-	-	-	-	-	-	1															0
Lockheed	XP-58	1	0	1	-	-	-	-	-	-	-	-	-	1															0
Lockheed	XP-58	1	0	1	-	-	1																						-1
TOTAL		3	0	3	-	-	1	0	0	0	0	0	0	2															-1
North Amer.(Ingle)	XB-28	1	0	1	-	-	-	-	-	-	-	-	1																-1
North Amer.(Ingle)	XB-28A	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1											0
North Amer.(Ingle)	XP-51	2	0	2	1	1																							-2
TOTAL		4	0	4	1	1	0	0	0	0	0	0	1	0	0	0	0	1											-3
Northrop	XP-56	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1										0
Northrop	XP-61	2	0	2	-	-	-	-	-	-	1	1																	0
TOTAL		3	0	3	-	-	-	-	-	-	1	1	0	0	0	0	0	0	1										0
Platt LePage	XR-1	1	0	1	-	1																							-1
Republic	XP-47B	1	0	1	-	1																							0
Vidal Research	XBT-11	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-1
Vought-Sikorsky	XR-4	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
Vultee (Downey)	XP-54	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
TOTAL NON-PROJECT AIRPLANES		34	0	34	5	4	2	0	0	1	2	1	1	2	1	2	1	3	2	2	1	0	0	0	0	4			-11
CUMULATIVE TOTAL					5	9	11	11	11	12	14	15	16	18	19	21	22	25	27	29	30	30	30	30	30	34			
GRAND TOTAL ALL TYPES		19,476	1,419	18,057	690	807	830	971	1,187	1,402	1,443	1,238	1,095	960	1,018	774	871	1,044	1,028	927	527	494	127	100	420	104			-625
CUMULATIVE TOTAL					690	1,497	2,327	3,298	4,485	5,887	7,330	8,568	9,663	10,623	11,641	12,415	13,286	14,330	15,358	16,286	16,813	17,307	17,433	17,533	17,953	18,057			

NOTE: This table excludes spares, completed contracts, tentative contracts, aerial targets and torpedos.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, May 10, 1941.

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C O N T E N T S

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AIRPLANES

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C O N T E N T S

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ENGINES

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AIRPLANES

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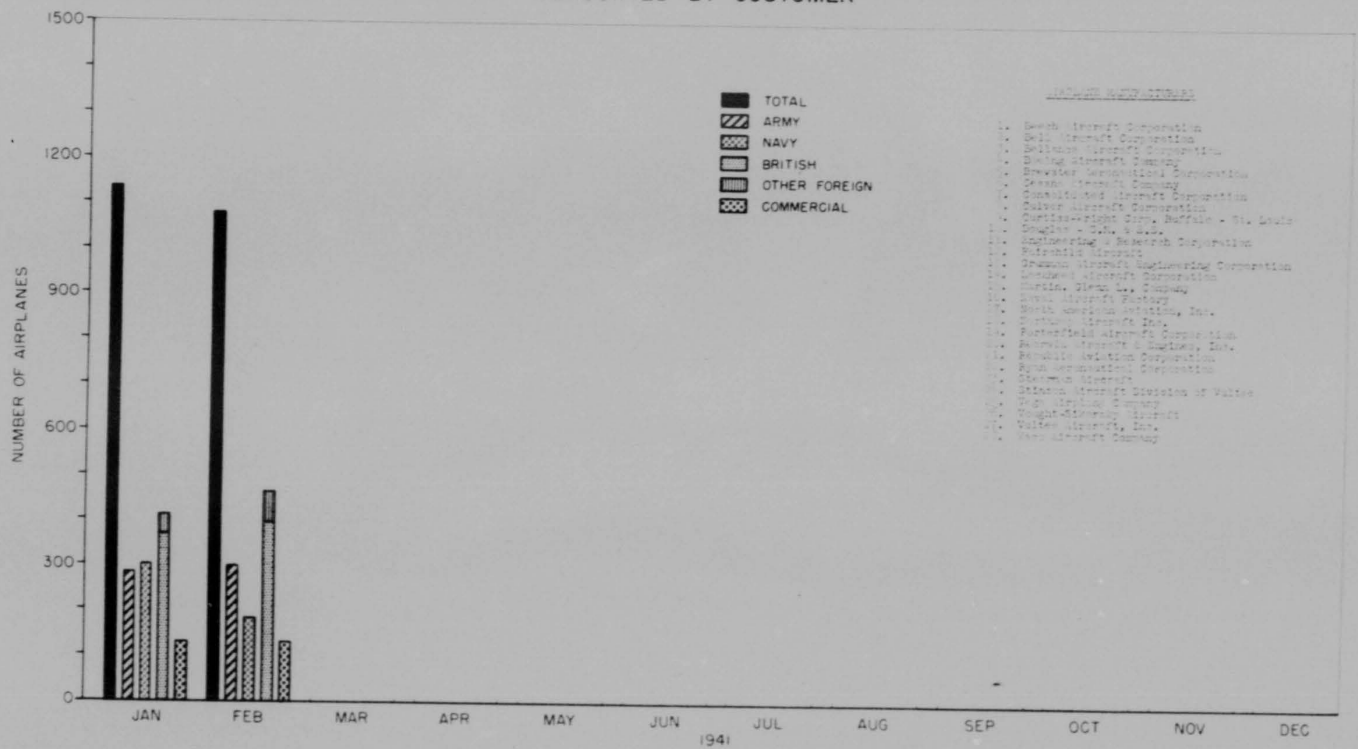
AIRPLANE DELIVERIES FOR PRINCIPAL AIRPLANE MANUFACTURERS
CLASSIFIED BY CUSTOMER

RM-7



NOTE: SPARES ARE NOT INCLUDED

SOURCE: Sec 1, Pt 9

STATISTICAL SEC., MAT DIV.,
OFFICE, CHIEF OF AIR CORPS,
MARCH 17, 1941

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AIRPLANE DELIVERIES BY MONTHS FOR PRINCIPAL AIRPLANE MANUFACTURERS
CLASSIFIED BY CUSTOMER

1941	ARMY		NAVY		BRITISH		OTH. FOR.		COMMERCIAL		TOTAL		CUMULATIVE	
	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.	Comp.	Sp.
January	286	4.5	302	8.21	369	26.0	45	11.2	103	0	1105	49.91	1105	49.91
February	298	3.9	184	13.50	397	23.0	68	4.0	65	1	1012	45.40	2117	95.31

NOTE: Based on Section I, Part 9. Does not include those companies manufacturing only commercial types of aircraft.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
March 20, 1941

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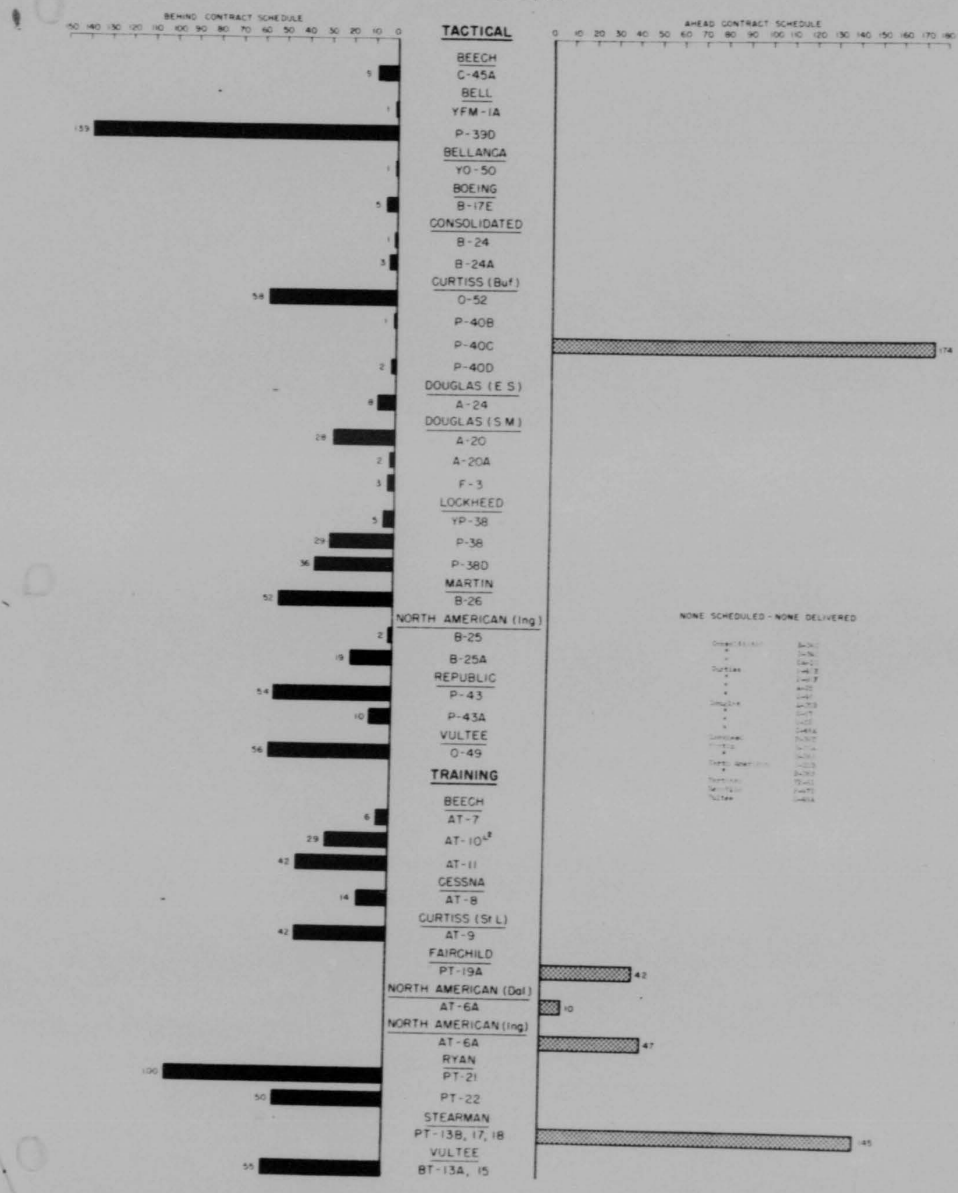
U S ARMY AIR CORPS

AIRPLANE DELIVERIES[1] AHEAD AND BEHIND CONTRACT SCHEDULE

AS OF APRIL 30, 1941



[1] CUMULATIVE DELIVERIES

[2] FORMERLY DESIGNATED AS AT-7A

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STATISTICAL SEC., MAT. DIV. OFFICE, CHIEF OF AIR CORPS, MAY 14, 1941

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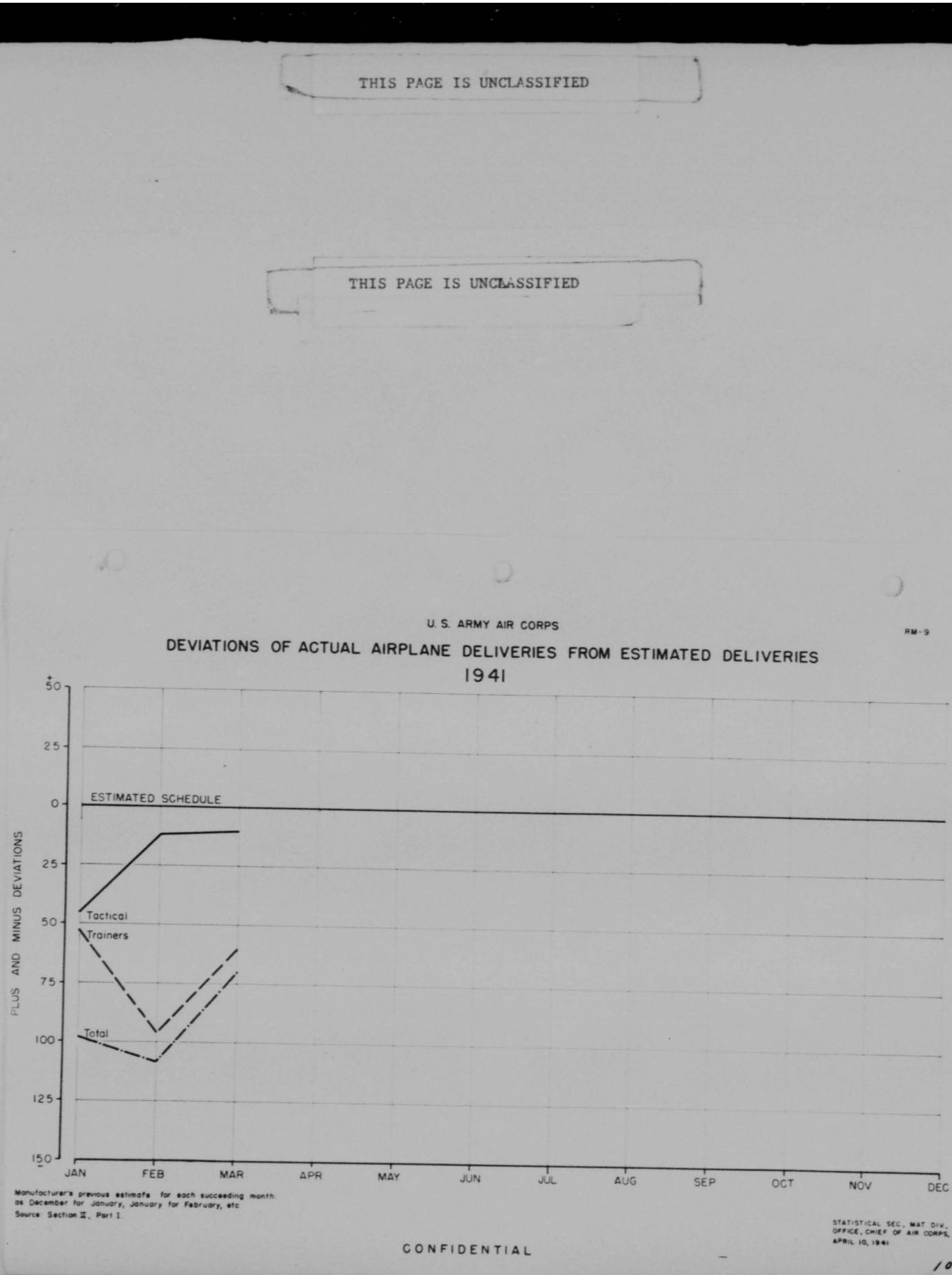
U. S. ARMY AIR CORPS

RM-9

DEVIATIONS OF ACTUAL AIRPLANE DELIVERIES FROM ESTIMATED DELIVERIES
1941



Manufacturer's previous estimate for each succeeding month as December for January, January for February, etc.
Source: Section II, Part I.

STATISTICAL SEC., MAT DIV., OFFICE, CHIEF OF AIR CORPS, APRIL 10, 1941

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ESTIMATED SCHEDULE OF FUTURE DELIVERIES OF AIRPLANES
ON CONTRACT AS OF MARCH 31, 1941
FOR 31 SELECTED COMPANIES

	ARMY	NAVY	BRITISH	OTHER FOREIGN	COMMERCIAL	TOTAL
1941						
April	731	288	384	51	94	1548
May	804	319	501	37	66	1727
June	876	364	636	28	44	1948
July	946	410	736	19	71	2184
August	1016	325	770	23	75	2209
September	1196	238	760	9	73	2274
October	1379	242	850	37	70	2578
November	1347	230	820	37	71	2405
December	1268	196	694	34	62	2254
1942						
January	1197	185	602	15	53	2052
February	1186	196	564	5	53	2025
March	1221	204	570	5	49	2049
April	779	215	292	9	39	1334
May	870	240	194		4	1308
June	1046	263	143		3	1454
July	913	246			3	1162
August	817	195			4	1016
September	632	166			5	703
October	499	163			6	668
November	152	61			5	218
December	105	52			5	162
After December	390	151		4	93	638
Unscheduled	112	815			191	1118

See Chart EM-5 for a list of airplane manufacturers shown in the above tabulation.

Spares and Tentative Orders are not included.

Source: Consolidated Aeronautical Monthly Progress Report, Section 1, Pt. 9, 3/31/41

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 19, 1941

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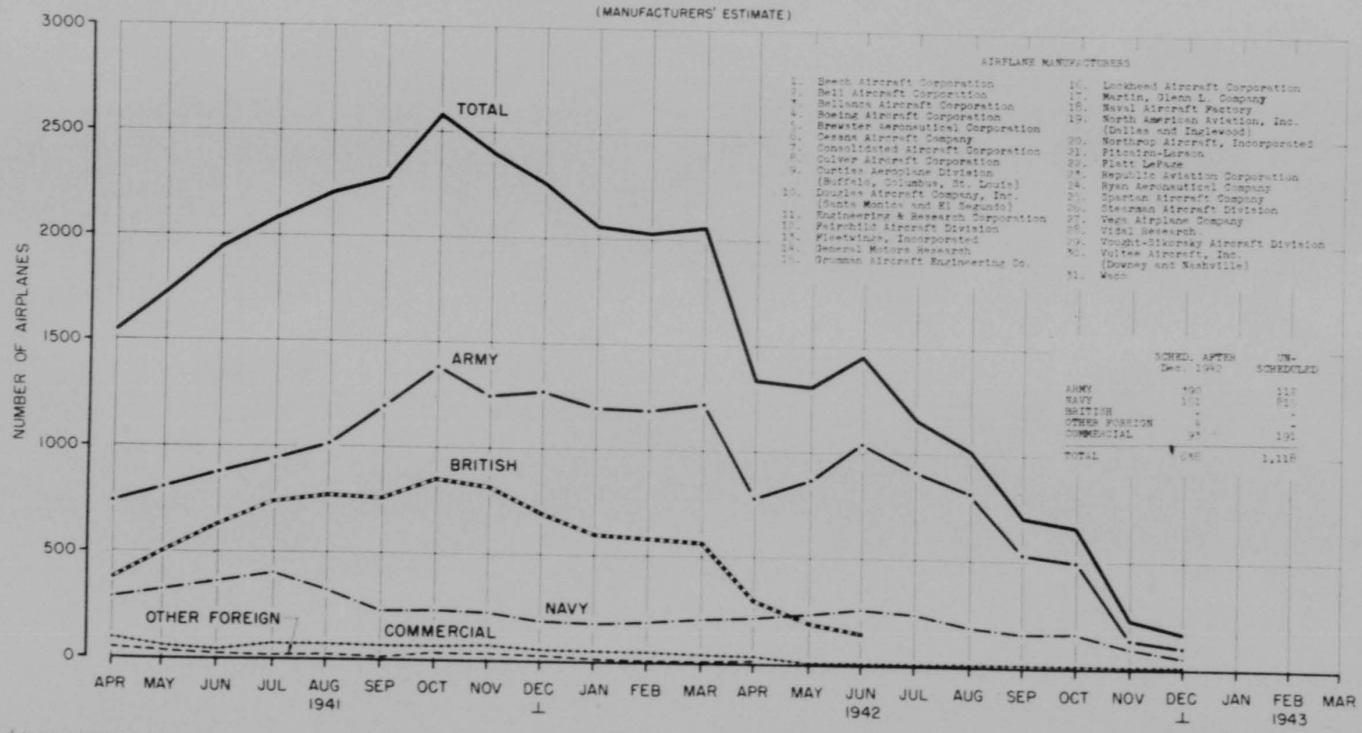
RM-3

ESTIMATED SCHEDULE OF FUTURE DELIVERIES OF AIRPLANES ON CONTRACT AS OF MARCH 31, 1941

FOR 31 COMPANIES [1]

(MANUFACTURERS' ESTIMATE)



AIRPLANE MANUFACTURERS

1. Beech Aircraft Corporation
2. Bell Aircraft Corporation
3. Bellanca Aircraft Corporation
4. Boeing Aircraft Corporation
5. Brewster Aeronautical Corporation
6. Cessna Aircraft Company
7. Consolidated Aircraft Corporation
8. Culver Aircraft Corporation
9. Curtiss Aeroplane Division (Buffalo, Columbus, St. Louis)
10. Douglas Aircraft Company, Inc. (Santa Monica and El Segundo)
11. Engineering & Research Corporation
12. Fairchild Aircraft Division
13. Fleetwings, Incorporated
14. General Motors Research
15. Grumman Aircraft Engineering Co.
16. Lockheed Aircraft Corporation
17. Martin, Glenn L. Company
18. Naval Aircraft Factory
19. North American Aviation, Inc. (Dallas and Inglewood)
20. Northrop Aircraft, Incorporated
21. Pitcairn-Larsen
22. Platt LePage
23. Republic Aviation Corporation
24. Ryan Aeronautical Company
25. Spartan Aircraft Company
26. Stearman Aircraft Division
27. Vega Airplane Company
28. Vidal Research
29. Vought-Sikorsky Aircraft Division
30. Vultee Aircraft, Inc. (Downey and Nashville)
31. Waco

	SCHED. AFTER Dec. 1942	UN-SCHEDULED
ARMY	190	117
NAVY	101	81
BRITISH	-	-
OTHER FOREIGN	4	-
COMMERCIAL	24	191
TOTAL	319	1,118

[1] Includes Naval Aircraft Factory
Spares and tentative orders are not included
SOURCE: Sec. 1, Part 9

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STATISTICAL SEC., MAT. DIV.
OFFICE, CHIEF OF AIR CORPS
APRIL 24, 1941

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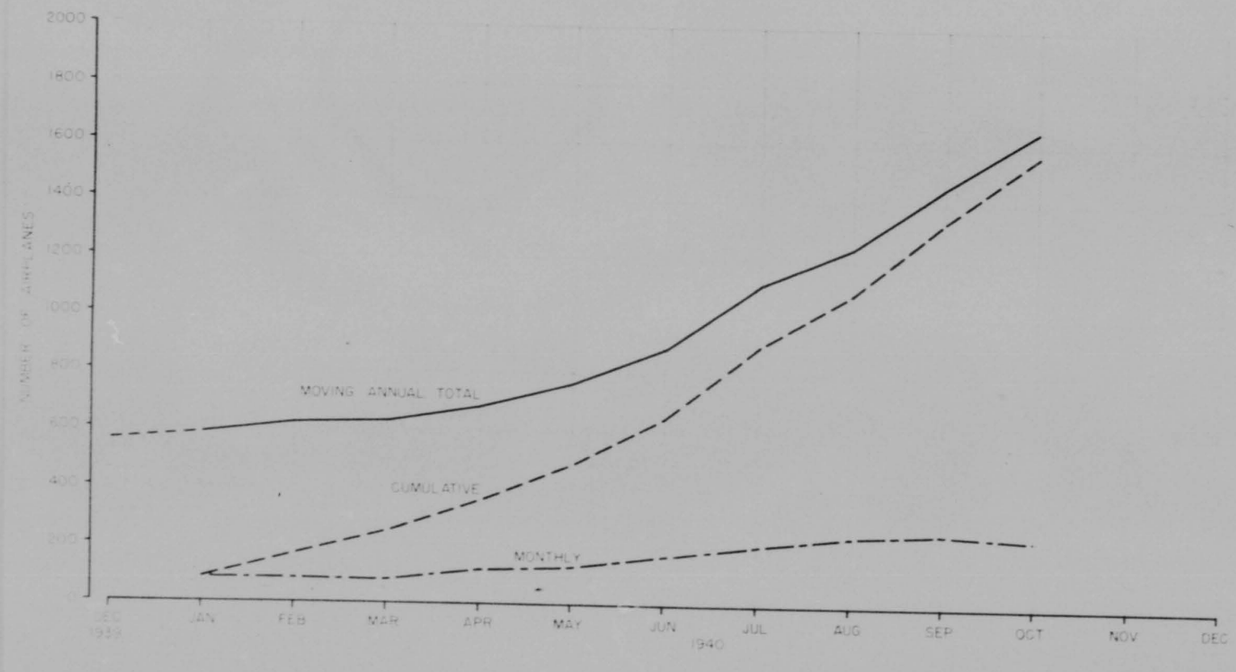
U.S. ARMY AIR CORPS

AIRPLANE DELIVERIES: MONTHLY, CUMULATIVE, AND MOVING ANNUAL TOTAL
1940



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MAT. PLAN SEC. MAT. DIV. OFFICE, CHIEF OF AIR CORPS, NOV 12, 1940 1708-TLH

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RM-8

U.S. ARMY AIR CORPS

PROJECT AND NON-PROJECT AIRPLANES ON CONTRACT-DELIVERIES-NUMBER TO BE DELIVERED ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY MANUFACTURER

AS OF MARCH 31, 1941

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Model	Total No. on Contract	Deliveries To Date	To Be Delivered	Cal. Yr. 1941 Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Cal. Yr. 1942 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	C.Y. 1943	Ob. sched.	No. Ahead or Behind Cont. Sched.
PROJECT AIRPLANES																												
Beech	AT-7	150	0	150	10	17	20	2																				-10
Beech	AT-10	100	0	100	-	-	11	40	48	44																		-11
Beech	AT-11	191	0	191	-	-	-	-	2	24	72	73	22															-11
Beech	AT-11	133	0	133	-	-	11	13	50	57	32	34																-18
Beech	C-45	19	0	19	3	1	4	8	4																			-58
TOTAL		593	15	578	14	21	46	63	104	125	104	107	22															-1
Bell	YFM-1A	3	2	1	1																							-1
Bell	P-39C	20	19	1	1																							-1
Bell	P-39D	629	4	625	21	38	54	58	57	56	62	56	63	63	56	52												-101
Bell	P-39D	1	1	0	-	46	-	-	-	-	-	-	-	-	-	-												-5
TOTAL		653	26	627	22	84	54	58	57	56	62	56	63	63	56	52												-107
Bellanca	TG-50	3	0	3	2	1																						-15
Boeing	B-17D	42	21	21	21	-	-	-	-	5	12	25	50	40	40	40	40	40	40	40	40	40	40	40	40			-15
Boeing	B-17E	512	0	512	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-16
TOTAL		554	21	533	21	-	-	-	-	5	12	25	50	40	40	40	40	40	40	40	40	40	40	40	40			-1
Cessna	AT-8	33	2	31	6	7	7	11																				-108
Consolidated	B-24	1	0	1	1																							+75
Consolidated	B-24A	5	0	5	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-1
Consolidated	B-24C	36	0	36	-	-	-	1	3	5	1	13	9	18	26	8	36	36	36	36	36	36	36	36	36			
Consolidated	B-24D	200	0	200	-	-	-	-	-	-	-	-	-	-	-	28												
Consolidated	B-24D	560	0	560	-	-	-	-	-	-	6	-	-	-	6	15	22	16	9	6								
Consolidated	B-24D	74	0	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Consolidated	OA-10	1	0	1	1	5	5	3	5	7	10	15	18	32	51	58	52	45	42	36	36	36	36	36	36			
TOTAL		877	0	877	17	30	30	30	30	30	36																	
Curtiss (Effic)	D-50	203	2	201	146	41	Included in schedule for 299 P-40E																					
Curtiss	P-40B	524	17	507	2	18	41	51	61	106	45																	
Curtiss	P-40C	30	0	30	-	-	-	1	5	5	5	61	170	252	65	15	25	50	110	200	300	292						
Curtiss	P-40E	299	0	299	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Curtiss	P-40E	1,519	0	1,519	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TOTAL		2,370	137	2,233	166	89	71	82	91	136	142	170	252	65	15	25	50	110	200	300	292	-	-	-	-	170		-22
Curtiss (Columbus)	A-25	100	0	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Curtiss (St. L.)	AT-9	150	0	150	-	-	-	1	5	10	28	58	45	27	90	90	90	44	15	14	26	26	26	26	26	20		
Curtiss	AT-9	141	0	141	-	-	-	-	-	-	-	-	27	1	9	5	9	-	-	4								-20
Curtiss	C-46	140	0	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
Curtiss	C-46	154	0	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
TOTAL		691	0	691	-	-	-	1	5	10	28	58	72	28	99	95	99	44	15	18	26	26	26	26	26	20		-6
Douglas (E.S.)	A-24	78	0	78	-	-	16	16	16	14																		-72
Douglas (S.M.)	A-20	60	0	60	12	5	17	25	12																			-72
Douglas	A-20A	123	0	123	32	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Douglas	A-20A	20	0	20	-	-	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Douglas	A-20B	379	0	379	-	-	-	-	-	-	10	15	18	27	35	35	35	73	80	105	120	295	200	49				
Douglas	C-47	300	0	300	-	-	-	-	-	-	-	25	22	33	54	50	58	67	67	79	97	99						
Douglas	C-47A	1	0	1	-	-	-	3	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Douglas	F-7	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	50	75	100	250	275				-50
Douglas	O-46	775	0	775	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
TOTAL		2,508	81	2,447	33	15	42	25	13	10	58	40	60	69	105	128	147	200	257	329	300	299	275					+21
Fairchild	PT-19A	673	121	552	51	50	60	80	80	80	80	71																+9
Lockheed	YP-38	13	4	9	3	6	12	18																				-58
Lockheed	P-38	545	0	545	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			0
Lockheed	P-38E	607	0	607	-	-	-	-	26	26	10	15	54	72	104	130	120	112										-75
		1,165	4	1,161	3	6	12	18	26	26	10	15	54	72	104	130	120	112										

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Bellanca	YO-50	3	0	3	2	1																									-103
																															-3
Boeing	B-17D	42	21	21	21																										
Boeing	B-17E	512	0	512	-	-	-	-	5	12	25	30	40	40	40	40	40	40	40	40	40	40	40	40							-15
																															0
TOTAL		554	21	533	21	-	-	-	5	12	25	30	40	40	40	40	40	40	40	40	40	40	40							-15
Douglas	AT-8	33	2	31	6	7	7	11																							-16
Consolidated	B-24	1	0	1	1																										
Consolidated	B-24A	9	0	9	-	5	4																								-1
Consolidated	B-24C	9	0	9	-	-	1	3	5																						0
Consolidated	B-24D	20	0	20	-	-	-	-	-	1	10	9																			0
Consolidated	B-24E	56	0	56	-	-	-	-	-	-	-	4	18	26	8																0
Consolidated	B-24H	352	0	352	-	-	-	-	-	-	-	-	-	-	28	36	36	36	36	36	36	36	36								0
Consolidated	B-24D	6	0	6	-	-	-	-	-	6	-	-	-	6	15	22	16	9	6												0
Consolidated	OA-10	74	0	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-												0
TOTAL		527	0	527	1	5	5	3	5	7	10	13	18	32	51	58	52	45	42	36	36	36	36	36							-1
Curtiss (Bflo)	O-52	203	0	203	17	30	30	30	30	30	36																				-28
Curtiss	P-40/	524	157	157	146	41																									+78
Curtiss	P-40D/	25	0	25	Included in schedule for 299 P-40E																										0
Curtiss	P-40E/	299	0	299	3	18	41	51	61	106	45																				0
Curtiss	P-40E	1,519	0	1,519	-	-	-	1	0	0	61	170	252	65	15	25	50	110	200	300	292										0
TOTAL		2,570	137	2,233	165	89	71	82	91	136	142	170	252	65	15	25	50	110	200	300	292										0
Curtiss (Columbus)	A-25	100	0	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	+50
Curtiss (St. L.)	AT-9	150	0	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0
Curtiss	AT-9	341	0	341	-	-	-	1	5	10	28	58	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-22
Curtiss	O-46	46	0	46	-	-	-	-	-	-	-	-	27	90	90	90	44														0
Curtiss	O-46	15A	0	15A	-	-	-	-	-	-	-	-	-	1	2	5	9	15	14												0
TOTAL		591	0	591	-	-	-	1	5	10	28	58	75	91	92	95	53	15	18	26	26	26	26	26	20						0
Douglas (E.S.)	A-24	78	0	78	-	-	16	16	16	16	14																				-20
Douglas (S.M.)	A-20	60	0	60	1	5																									0
Douglas	A-20A	193	81	42	50	10	17	25	12																						-1
Douglas	A-20A	20	0	20	-	-	20																								-29
Douglas	A-27B	299	0	299	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		0
Douglas	O-47	545	0	545	-	-	-	-	-	-	-	-	15	18	27	35	55	70	80	105	120	295	200	49							0
Douglas	O-43A	3	0	3	-	-	2	0	1	10	25	22	33	54	50	58	67	72	87	86											0
Douglas	F-3	5	0	5	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-											0
Douglas	O-53	775	0	775	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	50	75	100	250	275						0
TOTAL		2,528	81	2,447	33	15	42	25	13	10	58	40	60	89	105	128	147	202	257	389	300	299	275								0
Fairchild	PT-19A	673	121	552	51	50	60	80	80	80	80	71																			-30
Lockheed	YP-38	13	4	9	3	6																									+21
Lockheed	P-38	30	0	30	-	-	12	18																							-9
Lockheed	P-38D	96	0	96	-	-	-	-	26	10																					-30
Lockheed	P-38E	607	0	607	-	-	-	-	-	15	5A	72	104	150	120	112															-36
TOTAL		686	4	682	3	6	12	18	26	25	5A	72	104	150	120	112															0
Martin	B-26	201	14	187	22	38	40	40	45	2																					-75
Martin	B-26A	159	0	159	-	-	-	-	-	52	66	22																			-38
Martin	B-26B	791	0	791	-	-	-	-	-	-	-	53	86	94	103	111	115	115	115												0
TOTAL		1,131	14	1,117	22	38	40	40	45	54	66	75	86	94	103	111	115	115	115												0
N. American (Dallas)	AT-6A	1,750	0	1,750	5	10	20	34	38	56	78	100	122	144	166	199	232	248	268	12											-38
N. American (Ingle.)	AT-6A	517	265	252	50	79	80	33																							0
N. American	B-25	24	13	11	11																										+58
N. American	B-25A	40	0	40	-	15	25																								-11
N. American	B-25B	100	0	100	-	-	-	30	40	40	10																				-5
N. American	B-25C	365	0	365	-	-	-	-	-	1	10	30	50	70	80	80	80	80	80	80	80	80	80	62							0
TOTAL		1,564	278	1,286	71	94	105	63	40	41	20	30	50	70	80	80	80	80	80	80	80	80	80	62							0
Northrop	TP-61	13	0	13	-	-	-	-	-	-	-	-	-	1	2	2	3	3	2												+42
Republic	YP-43	13	9	4	4																										0
Republic	P-43	54	0	54	3	6	10	12	14	9																					-4
Republic	P-43A	90	0	90	-	-	-	-	1	3	6	12	15	20	20	1															-38
Republic	P-47B	773	0	773	-	-	-	-	-	1	1	2	3	1	0	5	6	12	20	30	40	50	60	70	86	390					-6
TOTAL		930	9	911	7	6	10	12	15	13	7	14	17	21	20	6	6	12	20	30	40	50	60	70	86	390					0
Ryan	PT-21	100	0	100	23	51	26																								-48
Ryan	PT-21	575	0	575	-	-	-	108	150	150	165																				-100
TOTAL		675	0	675	23	51	26	108	150	150	165																				0
Stearman	PT-13B	75	45	30	30																										-100
Stearman	PT-17	225	195	30	30																										+190
Stearman	PT-17	1,144	0	1,144	71	140	140	100	120	200	200	173																			With PT-13B
TOTAL		1,444	240	1,204	171	140	140	100	120	200	200	173																			-80
Vultee (Downey)	BT-13A	893	0	893	Included in schedule for 1607 BT-15																										+110
Vultee	BT-15	1,607	100	1,507	124	136	161	158	189	210	242	201	242	242	240	225															0
TOTAL		2,500	100	2,400	124	136	161	158	189	210	242	201	242	242	240	225															-110
Vultee (Basic.)	BT-49	142	12	130	17	24	30	30	29																						-110
Vultee	BT-49A	182	0	182	-	-	-	-	-	16	42	42	42	42																	-54
TOTAL		324	12	312	17	24	30	30	29	16	42	42	42	42																	0
TOTAL PROJECT AIRPLANES		19,854	1,051	18,775	717	777	859	956	1,016	1,197	1,378	1,246	1,172	1,100	1,090	1,133	778	870	1,042	913	814	531	499	132	105	590	130				-438
CUMULATIVE TOTAL					717	1,494	2,353	3,269	4,285	5,482	6,860	8,106	9,278	10,378	11,468	12,601	13,379	14,249	15,291	16,204	17,018	17,549	18,048	18,180	18,285	18,675	18,775				
NON-PROJECT AIRPLANES																															
Bell	XP-59	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2										0
Boeing	XB-29	3	0	3	-	-	-	-	-	-	-	-	-	-	-	1	0	1	0	1											0
Consolidated	XB-32	3	0	3	-	-	-	-	-	-	-	-	-	-	-	1	0	0	1	0	0	1									0
Curtiss (Bflo)	XP-46	1	0	1	1																										-1
Curtiss	XP-46A	1	0	1	1																										-1
Curtiss	XP-55	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		0
TOTAL		5	0	5	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		-2
Douglas (S.M.)	XB-19	1	0	1	-	-	1																								-1
Fleetwings	XBT-12	1	0	1	1																										-1
Grumman	XP-50	1	0	1	1																										-1
Lockheed	XP-49	1	0	1	-	-	-	-	-	-	-	-	-	-	1																-1
Lockheed	XP-58	1	0	1	-	-	-	-	-	-	-	-	-	-	1																0
TOTAL		2	0	2	-	-	-	-	-	-	-	-	-	-	2																0
N. American (Ingle.)	XB-28	1	0	1	-	-	-	-	-	-	-	-	-	1																	0
N. American	XB-28A	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1											-1
N. American	XP-51	2	0	2	1	1																									0
TOTAL		4	0	4	1	1	-	-	-	-	-	-	-	1	-	-	-	-	1												+2
Northrop	XP-56	1	0	1	-	-	1																								-9
Northrop	XP-61	2	0	2	-	-	-	-	-	-	1	1																			0
TOTAL		3	0	3	-	-	1	-	-	-	1	1																			0
Platt LePage	XR-1	1	0	1	-	1																									0
Republic	XP-47B	1	0	1	-	-	1																								-1
Vidal Research	XBT-11	1	0	1	-	1																									0
Vought-Sikorsky	XR-4	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		0
Vultee (Downey)	XP-54	1	0	1	-	-	-	-	-	1																					0
TOTAL NON-PROJECT AIRPLANES		28	0	28	5	3	3	0	0	1	1	1	0	1	2	1	1	0	3	5	3	1	0	0	0	0	0	0			-9
CUMULATIVE TOTAL					5	8	11	11	11	12	13	14	14	15	17	18	19	19	22	27	25	26	26	26	26	26	26	28			
GRAND TOTAL		19,882	1,051	18,803	722	780	862	956	1,016	1,198	1,379	1,247	1,172	1,101	1,092	1,134	779	870	1,045	913	817	532	499	132	105	590	102				-447
CUMULATIVE TOTAL					722	1,502	2,364	3,280	4,296	5,494	6,873	8,120	9,292	10,393	11,485	12,619	13,398	14,268	15,313	16,226	17,043	17,575	18,074	18,206	18,311	18,701	18,803				

1/ Change order being prepared designating last 195 P-40B's as P-40C.
2/ 299 Units transferred to P-40E.
3/ Transferred from P-40D.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, April 8, 1941.

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EST AIRP DEL
RM-20

U S ARMY AIR CORPS

PROJECT AND NON-PROJECT AIRPLANES ON CONTRACT - DELIVERIES - NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY TYPE

As of April 30, 1941

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Type & Model	Manufacturer	Total No. On Contract	Deliveries To Date	To Be Delivered	Cal. Yr. 1941 May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Cal. Yr. 1942 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Aft. Dec.	Unsched	No. Ahead or Behind Contract Schedule
PROJECT AIRPLANES																											
Combat Types																											
Bomber, Heavy (4-eng.)																											
B-17E	Boeing	512	0	512	-	-	-	5	12	25	30	40	40	40	40	40	40	40	40	40	40	40					-5
B-24	Consolidated	1	0	1	1																						-1
B-24A	Consolidated	9	0	9	5	4																					-5
B-24C	Consolidated	9	0	9	-	1	3	5																			0
B-24D	Consolidated	20	0	20	-	-	-	-	1	10	9																0
B-24D	Consolidated	56	0	56	-	-	-	-	-	-	4	18	26	8													0
B-24D	Consolidated	352	0	352	-	-	-	-	-	-	-	-	-	28	36	36	36	36	36	36	36	36	36				0
B-24D	Consolidated	6	0	6	-	-	-	-	6																		
TOTAL		965	0	965	6	5	3	10	19	35	43	58	66	76	76	76	76	76	76	76	76	76	36				-9
Bomber, Medium (2-eng.)																											
B-25	N. Amer. (Ingle)	24	22	2	2																						-2
B-25A	N. Amer. (Ingle)	40	0	40	15	25																					-19
B-25B	N. Amer. (Ingle)	120	0	120	-	-	25	40	40	15																	0
B-25C	N. Amer. (Ingle)	963	0	963	-	-	-	-	1	10	30	50	70	80	80	80	80	80	80	80	80	62					0
B-26	Martin	201	36	165	23	24	27	30	33	28																	-52
B-26A	Martin	139	0	139	-	-	-	-	-	10	45	45	39														0
B-26B	Martin	791	0	791	-	-	-	-	-	-	-	9	26	84	100	110	115	115	115	115							0
TOTAL		2,178	58	2,120	40	49	52	70	74	63	75	104	137	164	180	190	195	195	195	195	80	62					-73
Bomber, Light (1 & 2-eng.)																											-28
A-20	Douglas (S.M.)	60	0	60	6	17	25	12																			-2
A-20A	Douglas (S.M.)	123	120	3	3																						0
A-20A	Douglas (S.M.)	20	0	20	-	20																					0
A-20B	Douglas (L.B.)	991	0	991	-	-	-	-	-	15	18	27	27	55	70	80	105	120	225	200	49						-58
A-24	Douglas (E.S.)	78	0	78	-	16	15	16	15	16																100	0
A-25	Curtiss (Col.)	100	0	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	
TOTAL		1,372	120	1,252	9	53	40	28	15	31	18	27	27	55	70	80	105	120	225	200	49	0	0	0	0	100	-38
Pursuit (2-eng.)																											-1
YFM-1A	Bell	3	2	1	1																						-5
P-38	Lockheed	13	8	5	5																						-29
P-38	Lockheed	29	0	29	4	20	5																				-36
P-38D	Lockheed	36	0	36	-	-	-	36																			0
P-38E	Lockheed	607	0	607	-	-	-	1	52	75	108	120	130	121													0
P-61	Northrop	13	0	13	-	-	-	-	-	-	-	-	-	-	1	2	2	3	3	2							
TOTAL		701	10	691	10	20	42	52	75	108	120	130	121	1	2	2	3	3	2								-71
Pursuit (1-eng.)																											-59
P-39D	Bell	60	1	59	30	29																					-80
P-39D	Bell	625	0	625	-	30	60	75	60	60	75	60	80	64	59												-1
P-40B	Curtiss (Bflo)	131	130	1	1																						+174
P-40C	Curtiss (Bflo)	193	183	10	10																						-2
P-40D	Curtiss (Bflo)	25	0	25	20	5																					0
P-40E	Curtiss (Bflo)	299	0	299	-	36	51	61	106	45																	0
P-40E	Curtiss (Bflo)	1,519	0	1,519	-	-	1	9	0	61	170	232	65	15	25	50	110	200	300	292							-94
P-43	Republic	54	0	54	-	10	12	14	9																		-10
P-43A	Republic	80	0	80	-	-	-	1	3	6	12	15	20	20	3												0
P-47B	Republic	773	0	773	-	-	-	-	1	1	2	2	1	0	5	6	12	18	26	36	45	55	65	80	420		
TOTAL		5,757	314	5,443	70	110	124	151	179	173	259	309	164	99	90	56	122	218	326	328	45	55	65	80	420		-32
TOTAL COMBAT		8,973	502	8,471	130	257	261	311	362	410	515	628	516	395	418	404	501	612	824	799	250	193	101	80	420	100	-225
TOTAL COMBAT, CUMULATIVE					130	387	648	959	1,321	1,731	2,246	2,874	3,390	3,785	4,203	4,607	5,108	5,720	6,544	7,343	7,593	7,786	7,887	7,967	8,387	8,487	
Service Combat Types																											
Observation, C & D																											-56
O-49	Vultee(Wash.)	142	27	115	25	30	30	30																			0
O-49A	Vultee(Wash.)	182	0	182	-	-	-	-	16	42	42	42	40														-1
O-50	Bellanca	3	2	1	1																						-58
O-52	Curtiss(Bflo)	203	0	203	15	30	30	30	30	30	38																0
O-53	Douglas(L.B.)	775	0	775	-	-	-	-	-	-	-	-	-	-	-	-	25	50	75	100	250	275					
TOTAL		1,305	29	1,276	41	60	60	60	46	72	80	42	40	0	0	0	25	50	75	100	250	275					-115
Observation, Amphibian																											0
OA-10	Consolidated	74	0	74	-	-	-	-	-	-	-	-	6	15	22	16	9	6									0
TOTAL		74	0	74	-	-	-	-	-	-	-	-	6	15	22	16	9	6									
Photographic																											-3
F-3	Douglas(S.M.)	3	0	3	-	3																					-3
TOTAL		3	0	3	-	3																					
Transport																											-9
C-45A	Beech	20	3	17	1	4	8	4																			0
C-46	Curtiss(S.L.)	46	0	46	-	-	-	-	-	-	-	-	1	2	5	9	15	14	26	26	26	26	26	20			0
C-46	Curtiss(S.L.)	154	0	154	-	-	-	-	-	-	-	-	-	-	-	-	-	4	89								0
C-47	Douglas(L.B.)	545	0	545	-	-	-	-	10	25	22	33	34	50	58	67	72	87									0
C-48A	Douglas(S.M.)	3	0	3	-	2	0	1																			
TOTAL		768	3	765	1	6	8	5	10	25	22	33	35	52	63	76	87	105	115	26	26	26	26	20			-9
TOTAL SERVICE COMBAT		2,150	32	2,118	42	69	68	65	56	95	102	75	81	67	85	92	121	161	190	126	276	301	26	20			-127
TOTAL SERVICE COMBAT, CUMULATIVE					42	111	179	244	300	395	497	572	653	720	805	897	1,018	1,179	1,369	1,495	1,771	2,072	2,098	2,118			
TOTAL TACTICAL		11,123	534	10,589	177	306	329	376	418	505	617	703	596	462	503	496	622	773	1,014	925	526	494	127	100	420	100	-350
TOTAL TACTICAL, CUMULATIVE					177	483	812	1,188	1,606	2,111	2,728	3,431	4,027	4,489	4,992	5,488	6,110	6,883	7,897	8,822	9,348	9,842	9,969	10,089	10,489	10,589	
Trainer Types																											
Trainers, Primary																											-25
PT-17	Stearman	1,144	100	1,044	155	140	100	120	200	200	129																+42
PT-19A	Fairchild	673	182	491	51	60	80	80	80	80	60																-100
PT-21	Ryan	100	0	100	60	14	26																				-50
PT-22	Ryan	573	0	573	-	-	-	111	136	170	156																
TOTAL		2,490	282	2,208	266	214	206	311	416	450	345																-133
Trainers, Basic																											-55
BT-13A	Vultee(Downey)	893	7	886	(Included in schedule for 1,607 BT-15)																						
BT-15	Vultee(Downey)	1,607	218	1,389	136	161	188	189	209	242	201	242	242	240	225												-55
TOTAL		2,500	225	2,275	136	161	188	189	209	242	201	242	242	240	225												
Trainers, Advanced (1-eng.)																											+10
AT-6A	N. Amer.(Dallas)	1,730	13	1,717	8	12	34	38	56	76	100	122	144	166	199	232	248	268	12								+47
AT-6A	N. Amer.(Ingle)	517	334	183	75	80	28																				
TOTAL		2,247	347	1,900	83	92	62	38	56	76	100	122	144	166	199	232	248	268	12								+57
Trainers, Advanced (2-eng.)																											-6
AT-7	Beech	67	23	44	15	20	9																				-14
AT-8	Cessna	33	8	25	8	7	10																				-42
AT-9	Curtiss(S.L.)	150	0	150	-	-	-	5	10	28	58	48															0
AT-9	Curtiss(S.L.)	541	0	541	-	-	-	-	-	44	-	27	90	90	90	44											-1
AT-10	Beech	150	0	150	-	1	12	35	58	24	70	75	22														-296
AT-10	Beech	191	0	191	-	-	-	-	-	30	50	20															-42
AT-11	Beech	150	0	150	-	2	11	17	20																		-133
TOTAL		1,082	31	1,051	23	30	43	57	88	126	178	170	112	90	90	44											-264
TOTAL TRAINERS		8,319	885	7,434	508	497	499	595	769	896	824	534	498	496	514	276	248	268	12								-614
TOTAL TRAINERS, CUMULATIVE					508	1,005	1,504	2,099	2,868	3,764	4,588	5,122	5,620	6,116	6,630	6,906	7,154	7,422	7,434								
TOTAL PROJECT		19,442	1,419	18,023	685	803	828	971	1,187	1,401	1,441	1,237	1,094	958	1,017	772	870	1,041	1,026	925	526	494	127	100	420	100	
TOTAL PROJECT, CUMULATIVE					685	1,488	2,316	3,287	4,474	5,875	7,316	8,553	9,647	10,605	11,622	12,394	13,264	14,305	15,331	16,256	16,782	17,276	17,403	17,503	17,923	18,023	
NON-PROJECT AIRPLANES																											
Bombers, Heavy		1	0	1	-	1	-	-	-	-	-	-	-	-	-	1	0	0	1	0	1	1					-1
																0	0	1	0	1	0						0
																1	0	0	0	0	0						-1

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A-30A	Douglas (S.M.)	127		0	36	-	20																								-16
A-20B	Douglas (L.B.)	991		0	991	-	-	-	-	-	15	18	27	27	55	70	80	105	120	225	200	49									0
A-24	Douglas (S.S.)	78		0	78	-	16	15	16	15	16																				-8
A-25	Curtiss (Col.)	100		0	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100		0
	TOTAL	1,372		120	1,252	9	53	40	28	15	31	18	27	27	55	70	80	105	120	225	200	49	0	0	0	0	0	100		-98
Pursuit (2-eng.)																															
PW-11A	Bell	3		2	1	1																									-1
P-35	Lockheed	13		8	5	5																									-5
P-38	Lockheed	29		0	29	4	20	5																							-29
P-38D	Lockheed	36		0	36	-	-	36																							-36
P-38E	Lockheed	607		0	607	-	-	1	52	75	108	120	130	121																	0
P-61	Northrop	13		0	13	-	-	-	-	-	-	-	-	-	1	2	2	3	3	2											0
	TOTAL	701		10	691	10	20	42	52	75	108	120	130	121	1	2	2	3	3	2											-71
Pursuit (1-eng.)																															
P-35D	Bell	60		1	59	30	29																								-59
P-39D	Bell	625		0	625	-	30	60	75	60	60	75	60	80	64	59															-60
P-40B	Curtiss (Bflo)	131		130	1	1																									-1
P-40C	Curtiss (Bflo)	195		185	10	10																									+174
P-40D	Curtiss (Bflo)	25		0	25	20	5																								-2
P-40E	Curtiss (Bflo)	299		0	299	-	36	51	61	106	45																				0
P-40E	Curtiss (Bflo)	1,519		0	1,519	-	-	1	9	0	61	170	232	63	15	25	50	110	200	300	292										0
P-43	Republic	54		0	54	9	10	12	14	9																					-54
P-43A	Republic	80		0	80	-	-	-	1	3	6	12	15	20	20	3															-10
P-47B	Republic	773		0	773	-	-	-	-	1	1	2	2	1	0	3	6	12	18	26	36	45	55	65	80	420					0
	TOTAL	3,757		314	3,443	70	110	124	151	179	173	259	309	164	99	90	56	122	218	326	328	45	55	65	80	420					-32
	TOTAL COMBAT	8,973		502	8,471	135	257	261	311	362	410	515	628	515	395	418	404	501	612	824	799	250	193	101	80	420	100				-223
	TOTAL COMBAT, CUMULATIVE					135	392	653	964	1,326	1,736	2,251	2,879	3,394	3,789	4,187	4,591	5,092	5,704	6,528	7,327	7,577	7,770	7,871	7,951	8,371	8,471				
Service Combat Types																															
Observation, C & D																															
O-49	Vultee(Wash.)	142		27	115	25	30	30	30																						-56
O-49A	Vultee(Wash.)	182		0	182	-	-	-	-	16	42	42	42	40																	0
O-50	Bellanca	3		2	1	1																									-1
O-52	Curtiss(Bflo)	203		0	203	15	30	30	30	30	30	38																			-58
O-53	Douglas(L.B.)	775		0	775	-	-	-	-	-	-	-	-	-	-	-	-	25	50	75	100	250	275								0
	TOTAL	1,305		29	1,276	41	60	60	60	46	72	80	42	40	0	0	0	25	50	75	100	250	275								-115
Observation, Amphibian																															
OA-10	Consolidated	74		0	74	-	-	-	-	-	-	-	-	6	15	22	16	9	6												0
	TOTAL	74		0	74	-	-	-	-	-	-	-	-	6	15	22	16	9	6												0
Photographic																															
P-3	Douglas(S.M.)	3		0	3	-	3																								-3
	TOTAL	3		0	3	-	3																								-3
Transport																															
C-45A	Beech	20		3	17	1	4	8	4																						-9
C-46	Curtiss(S.L.)	46		0	46	-	-	-	-	-	-	-	-	1	2	5	9	15	14												0
C-46	Curtiss(S.L.)	154		0	154	-	-	-	-	-	-	-	-	-	-	-	-	-	4	26	26	26	26	26	20						0
C-47	Douglas(L.B.)	545		0	545	-	-	-	-	10	23	22	33	34	50	58	67	72	87	89											0
C-48A	Douglas(S.M.)	3		0	3	-	2	0	1																						0
	TOTAL	768		3	765	1	6	8	5	10	23	22	33	35	52	63	76	87	105	115	26	26	26	26	20						-9
	TOTAL SERVICE COMBAT	2,150		32	2,118	42	69	68	65	56	95	102	75	81	67	86	92	121	161	190	126	276	301	26	20						-127
	TOTAL SERVICE COMBAT, CUMULATIVE					42	111	179	244	300	395	497	572	653	720	805	897	1,018	1,179	1,369	1,495	1,771	2,072	2,098	2,118						
	TOTAL TACTICAL	11,123		534	10,589	177	306	329	376	418	505	617	703	596	462	503	496	622	773	1,014	925	526	494	127	100	420	100				+350
	TOTAL TACTICAL, CUMULATIVE					177	483	812	1,188	1,606	2,111	2,728	3,431	4,027	4,489	4,992	5,488	6,110	6,883	7,897	8,822	9,348	9,842	9,969	10,069	10,489	10,589				
Trainer Types																															
Trainers, Primary																															
PT-17	Stearman	1,144		100	1,044	155	140	100	120	200	200	129																			-25
PT-19A	Fairchild	673		182	491	51	60	80	80	80	80	50																			+42
PT-21	Ryan	100		0	100	60	14	26																							-100
PT-22	Ryan	573		0	573	-	-	-	111	136	170	156																			-50
	TOTAL	2,490		282	2,208	266	214	206	311	416	450	345																			-133
Trainers, Basic																															
BT-13A	Vultee(Downey)	893		7	886	(Included in schedule for 1,607 BT-15)																									
BT-15	Vultee(Downey)	1,607		218	1,389	136	161	188	189	209	242	201	242	242	240	225															-55
	TOTAL	2,500		225	2,275	136	161	188	189	209	242	201	242	242	240	225															-55
Trainers, Advanced (1-eng.)																															
AT-6A	N. Amer.(Dallas)	1,730		13	1,717	8	12	34	38	56	78	100	122	144	166	199	252	248	268	12											+10
AT-6A	N. Amer.(Ingle)	517		334	183	75	80	28																							+47
	TOTAL	2,247		347	1,900	83	92	62	38	56	78	100	122	144	166	199	252	248	268	12											+57
Trainers, Advanced (2-eng.)																															
AT-7	Beech	67		23	44	15	20	9																							-6
AT-8	Cessna	33		8	25	8	7	10																							-14
AT-9	Curtiss(S.L.)	150		0	150	-	-	1	5	10	28	58	48																		-42
AT-9	Curtiss(S.L.)	341		0	341	-	-	-	-	-	-	-	27	90	90	90	44														0
AT-10	Beech	150		0	150	-	1	12	35	58	44																				-1
AT-10	Beech	191		0	191	-	-	-	-	-	24	70	75	22																	-28
AT-11	Beech	150		0	150	-	2	11	17	29	30	50	20																		-42
	TOTAL	1,082		31	1,051	23	30	43	57	88	126	178	170	112	90	90	44														-133
	TOTAL TRAINERS	8,319		886	7,434	508	497	499	595	769	896	824	534	498	496	514	276	248	268	12											-264
	TOTAL TRAINERS, CUMULATIVE					508	1,005	1,504	2,099	2,868	3,764	4,588	5,122	5,620	6,116	6,630	6,906	7,154	7,422	7,434											
	TOTAL PROJECT	19,442		1,419	18,023	685	803	828	971	1,187	1,401	1,441	1,237	1,094	958	1,017	772	870	1,041	1,026	925	526	494	127	100	420	100				-614
	TOTAL PROJECT, CUMULATIVE					685	1,488	2,316	3,287	4,474	5,875	7,316	8,553	9,647	10,605	11,622	12,394	13,264	14,305	15,331	16,256	16,782	17,276	17,403	17,503	17,923	18,023				
NON-PROJECT AIRPLANES																															
Bombers, Heavy																															
XB-19	Douglas(S.M.)	1		0	1	-	1																								-1
XB-29	Boeing	1		0	1	-	-	-	-	-	-	-	-	-	-	-	1	0	1	0	0	0									0
XB-32	Consolidated	5		0	5	-	-	-	-	-	-	-	-	-	-	1	0	0	1	0	0	1									0
	TOTAL	7		0	7	-	1	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1									-1
Bombers, Medium																															
XB-28	N. Amer. (Ingle.)	1		0	1	-	-	-	-	-	-	-	-	1	-	-	-	-	1												-1
XB-28A	N. Amer. (Ingle.)	1		0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1												0
	TOTAL	2		0	2	-	-	-	-	-	-	-	-	1	0	0	0	0	1												-1
Pursuit (2-eng.)																															
XP-38	Lockheed	1		0	1	-	-	1	-	-	-	-	-	-	1																-1
XP-49	Lockheed	1		0	1	-	-	-	-	-	-	-	-	-	-																0
XP-50	Grumman	1		0	1	1																									-1
XP-58	Lockheed	1		0	1	-	-	-	-	-	-	-	-	-	1																0
XP-61	Northrop	2		0	2	-	-	-	-	-	-	1	1	-																	0
	TOTAL	6		0	6	1	0	1	0	0	0	1	1	0	2																-2
Pursuit (1-eng.)																															
XP-39E	Bell	2		0	2	-	-	-	-	-	1	1																			0
XP-46	Curtiss(Bflo)	1		0	1	1																									-1
XP-46A	Curtiss(Bflo)	1		0	1	1																									-1
XP-47B	Republic	1		0	1	-	1																								0
XP-51	N. Amer. (Ingle.)	2		0	2	1	1																								-2
XP-53	Curtiss (Bflo)	1		0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1			0
XP-54	Vultee (Downey)	1		0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1			0
XP-56	Northrop	1		0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1											0
XP-59	Bell	2		0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1										0
	TOTAL	12		0	12	3	2	0	0	0	1	1	0	0	0	0	0	0	0	2	1	0	0	0	0	0	2				-4
Observation, C & D																															
XO-1	Platt LePage	1		0	1	-	1																								-1
XO-2	Kellet Autogiro	1		0	1	-	-	1																							0
XO-4	Vought Sikorsky	1		0	1	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1			0
	TOTAL	3		0	3	-	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			-1
Trainers, Basic																															
XBT-11	Vidal Research	1		0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1			-1
XBT-12	Fleetwings	1		0	1	1																									-1
	TOTAL	2		0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			-2
Trainers, Advanced (2-eng.)																															
XAT-13	Fairchild	1		0	1	-	-	-	-	-	-	-	-	-	-	-	1														0
XAT-14	Fairchild	1		0	1	-	-	-	-	-	-	-	-	-	-	-	-	1													0
	TOTAL	2		0	2	-	-	-	-	-	-	-	-	-	-	-	1	1													0
	TOTAL NON-PROJECT	34		0	34	5	4	2	0	0	1	2	1	1	2	1	2	1	3	2	2	1	0	0	0	0	4				-11
	TOTAL NON-PROJECT, CUMULATIVE					5	9	11	11	11	12	14	15	16	18	19	21	22	25	27	29	30	30	30	30	30	34				
	GRAND TOTAL	19,476		1,419	18,057	690	807	830	971	1,187	1,402	1,443	1,238	1,095	960	1,018	774	871	1,044	1,028	927	527	494	127	100	420	104				-625
	GRAND TOTAL, CUMULATIVE					690	1,497	2,327	3,298	4,485	5,887	7,330	8,568	9,663	10,623	11,641	12,415	13,286	14,330	15,358	16,285	16,812	17,306	17,433	17,533	17,953	18,057				

NOTE: This table excludes spares, completed contracts, tentative contracts, aerial targets and torpedos.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, May 10, 1941

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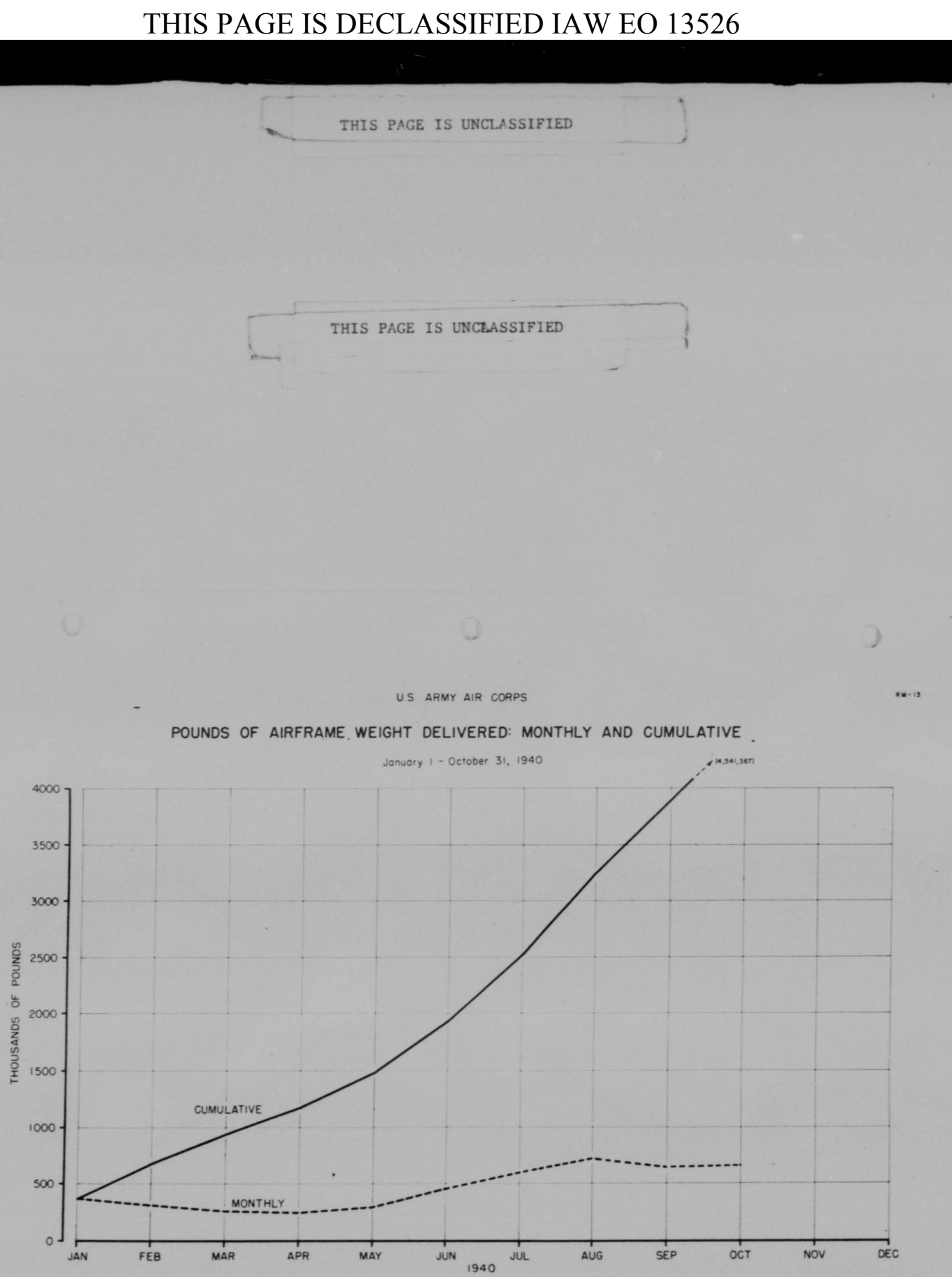
U.S. ARMY AIR CORPS

RM-13

POUNDS OF AIRFRAME WEIGHT DELIVERED: MONTHLY AND CUMULATIVE



MAT. PLAN. SEC., MAT. DIV., OFFICE, CHIEF OF AIR CORPS, DEC. 3, 1940 (TGB/TLP)

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U. S. ARMY AIR CORPS RM-10A

AIRPLANE DELIVERIES - POUNDS OF AIRFRAME WEIGHT

OCTOBER 1940

MANUFACTURER	MODEL	AIRFRAME WEIGHT* (POUNDS)	OCTOBER	
			NUMBER AIRPLANES	POUNDS AIRFRAME
(1)	(2)	(3)	(4)	(5)
Boeing	B-17C	18,380	15	275,700
Total Bombers			15	275,700
Bell	YFM-1A	8,400	2	16,800
Bell	YP-39	3,019	2	6,038
Curtiss	P-40	3,370	26	87,620
Total Pursuit			30	110,458
Stinson	YO-54	728	6	4,368
Total Observation			6	4,368
Stearman	PT-13B	1,349	22	29,678
Stearman	PT-17	1,349	22	29,678
Stearman	PT-18	1,349	45	60,705
Fairchild	PT-19	1,180	47	55,460
Total Primary Trainers			136	175,521
Vultee	BT-13	1,811	40	72,440
North American	BT-14	2,050	1	2,050
Total Basic Trainers			41	74,490
North American	AT-6A	2,580	4	10,320
Total Advanced Trainers			4	10,320
GRAND TOTAL			232	650,857

* Airframe weights are as reported by each company on the Aeronautical Monthly Progress Report.

Airplane deliveries are those deliveries which have been accepted by the Air Corps.

Mat. Plan. Sec., Mat. Div., Office, Chief of Air Corps. November 26, 1940 (TGB/pbs).

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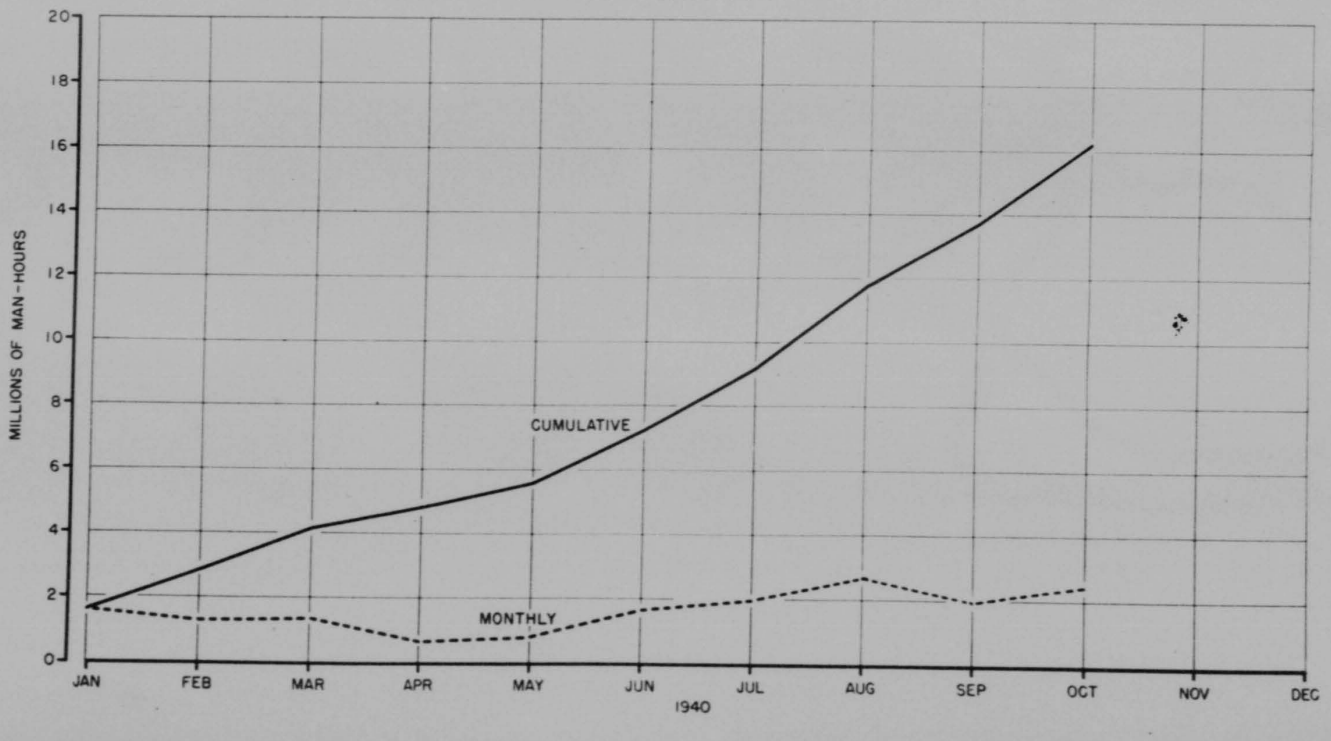
MAN-HOURS* EXPENDED IN PRODUCING AIRPLANES
DELIVERED** TO AIR CORPS

January 1 - October 31, 1940



*Man-hour equivalents taken from company estimates.
**Accepted deliveries.

CONFIDENTIAL

MAT. PLAN SEC., MAT DIV., OFFICE, CHIEF OF AIR CORPS, DEC. 3, 1940 (TGB-JOM) 8

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FM-6A

U. S. ARMY AIR CORPS

AIRPLANE DELIVERIES - MAN-HOURS EXPENDED IN PRODUCING

OCTOBER 1940

MANUFACTURER	MODEL	MAN-HOUR EQUIVALENT	OCTOBER	
			NUMBER AIRPLANES	MAN-HOURS EXPENDED
(1)	(2)	(3)	(4)	(5)
Boeing	B-17C	92,500	15	1,387,500
Total Bombers			15	1,387,500
Bell	YFM-1A	92,951	2	185,902
Bell	YP-39	12,880	2	25,760
Curtiss	P-40	9,000	26	234,000
Total Pursuit			30	445,662
Stinson	YO-54	550	6	3,300
Total Observation			6	3,300
Stearman	PT-13B	1,900	22	41,800
Stearman	PT-17	1,900	22	41,800
Stearman	PT-18	1,900	45	85,500
Fairchild	PT-19	2,720	47	127,840
Total Primary Trainers			136	296,940
Vultee	BT-13	6,500	40	260,000
North American	BT-14	4,700	1	4,700
Total Basic Trainers			41	264,700
North American	AT-6A	7,000	4	28,000
Total Advanced Trainers			4	28,000
GRAND TOTAL			232	2,426,102

NOTES: Man-Hour equivalents are taken from company estimates on Aeronautical Monthly Progress Report.

Airplane deliveries are those deliveries which have been accepted by the Air Corps.

Mat. Plan. Sec., Mat. Div., Office. Chief of Air Corps, November 26, 1940 (TGB/pbs).

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U. S. ARMY AIR CORPS
AIRPLANE DELIVERIES - MAN-HOURS EXPENDED IN PRODUCING
JANUARY - SEPTEMBER, 1940, Incl.

MONTH	NO. AIRPLANES DELIVERED	MAN-HOURS MONTHLY	MAN-HOURS CUMULATIVE
January	83	1,567,300	1,567,300
February	85	1,243,800	2,811,100
March	80	1,310,682	4,121,782
April	110	639,110	4,760,892
May	124	781,070	5,541,962
June	164	1,631,175	7,173,137
July	202	1,950,062	9,123,199
August	239	2,625,680	11,748,879
September	252	1,931,370	13,680,249

Mat. Plan. Sec., Mat. Div.,
Office, Chief of Air Corps,
October 17, 1940. (TGB/pbs).

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U.S. ARMY AIR CORPS

RM-22

UNDELIVERED AIRPLANES BY FISCAL YEAR FUNDS

AS OF MARCH 31, 1941

Type & Model	Manufacturer	FISCAL YEAR PROCUREMENT PROGRAM 1936	1937	1938	1939	1940	1941	Total
PROJECT AIRPLANES								
Bomber, Heavy								
B-17D	Boeing	0	0	0	0	21	0	21
B-17E	Boeing	0	0	0	0	0	512	512
B-24	Consolidated	0	0	0	0	1	0	1
B-24A	Consolidated	0	0	0	0	9	0	9
B-24C	Consolidated	0	0	0	0	9	0	9
B-24D	Consolidated	0	0	0	0	26	408	434
TOTAL		0	0	0	0	66	920	986
Bomber, Medium								
B-25	North American	0	0	0	0	11	0	11
B-25A	North American	0	0	0	0	40	0	40
B-25B	North American	0	0	0	0	120	0	120
B-25C	North American	0	0	0	0	0	865	865
B-26	Martin	0	0	0	0	187	0	187
B-26A	Martin	0	0	0	0	0	139	139
B-26B	Martin	0	0	0	0	0	791	791
TOTAL		0	0	0	0	358	1,795	2,151
Bomber, Light								
A-20	Douglas	0	0	0	60	0	0	60
A-20A	Douglas	0	0	0	0	62*	0	62
A-20B	Douglas	0	0	0	0	0	999	999
A-24	Douglas	0	0	0	0	0	78	78
A-25	Curtiss	0	0	0	0	0	100	100
TOTAL		0	0	0	60	62	1,177	1,299
Pursuit, 2-eng.								
PW-11A	Bell	0	0	1	0	0	0	1
YP-38	Lockheed	0	0	0	9	0	0	9
P-38	Lockheed	0	0	0	0	30	0	30
P-38D	Lockheed	0	0	0	0	36	0	36
P-38E	Lockheed	0	0	0	0	0	607	607
YP-61	Northrop	0	0	0	0	0	13	13
TOTAL		0	0	1	9	66	620	696
Pursuit, 1-eng.								
P-39C	Bell	0	0	0	0	1	0	1
P-39D	Bell	0	0	0	0	59	621	680
P-40B	Curtiss	0	0	0	0	0	197	197
P-40D	Curtiss	0	0	0	0	23	0	23
P-40E	Curtiss	0	0	0	0	299	1,519	1,818
YP-43	Republic	0	0	0	4	0	0	4
P-43	Republic	0	0	0	0	0	54	54
P-43A	Republic	0	0	0	0	60	0	60
P-47B	Republic	0	0	0	0	0	777	777
TOTAL		0	0	0	4	442	3,156	3,624
Observation								
O-49	Vultee	0	0	0	0	130	0	130
O-49A	Vultee	0	0	0	0	0	180	180
O-50	Bellanca	0	0	0	0	1	0	1
O-52	Curtiss	0	0	0	0	205	0	205
O-57	Douglas	0	0	0	0	0	771	771
TOTAL		0	0	0	0	336	951	1,287
Reconnaissance								
F-3	Douglas	0	0	0	3	0	0	3
TOTAL		0	0	0	3	0	0	3
Amphibian								
OA-10	Consolidated	0	0	0	0	0	74	74
TOTAL		0	0	0	0	0	74	74
Transport								
C-43A	Beech	0	0	0	0	0	19	19
C-46	Curtiss	0	0	0	0	0	200	200
C-47	Douglas	0	0	0	0	0	545	545
C-48A	Douglas	0	0	0	0	0	3	3
TOTAL		0	0	0	0	0	767	767
Trainer, Primary								
PT-17B	Stearman	0	0	0	0	0	30	30
PT-17	Stearman	0	0	0	0	0	1,174	1,174
PT-19A	Fairchild	0	0	0	0	0	102	102
PT-21	Ryan	0	0	0	0	0	673	673
TOTAL		0	0	0	0	0	2,479	2,479
Trainer, Basic								
BT-17A	Vultee	0	0	0	0	0	893	893
BT-21	Vultee	0	0	0	0	0	1,507	1,507
TOTAL		0	0	0	0	0	2,400	2,400
Trainer, Advanced, 1-eng.								
AT-6A	North American	0	0	0	0	0	1,982	1,982
TOTAL		0	0	0	0	0	1,982	1,982
Trainer, Advanced, 1-eng.								
AT-7	Beech	0	0	0	0	0	58	58
AT-8	Cessna	0	0	0	0	0	51	51
AT-9	Curtiss	0	0	0	0	0	491	491
AT-10	Beech	0	0	0	0	0	341	341
AT-11	Beech	0	0	0	0	0	150	150
TOTAL		0	0	0	0	0	1,071	1,071
TOTAL PROJECT AIRPLANES		0	0	1	76	1,350	17,346	18,775
TOTAL NON-PROJECT AIRPLANES		1	0	0	1	8	18	28
GRAND TOTAL -- ALL TYPES		1	0	1	77	1,360	17,364	18,803

* Includes 35 A-20A's furnished in exchange for A-17A's.

Statistical Section, Materiel Division
Office, Chief of Air Corps,
April 14, 1941.

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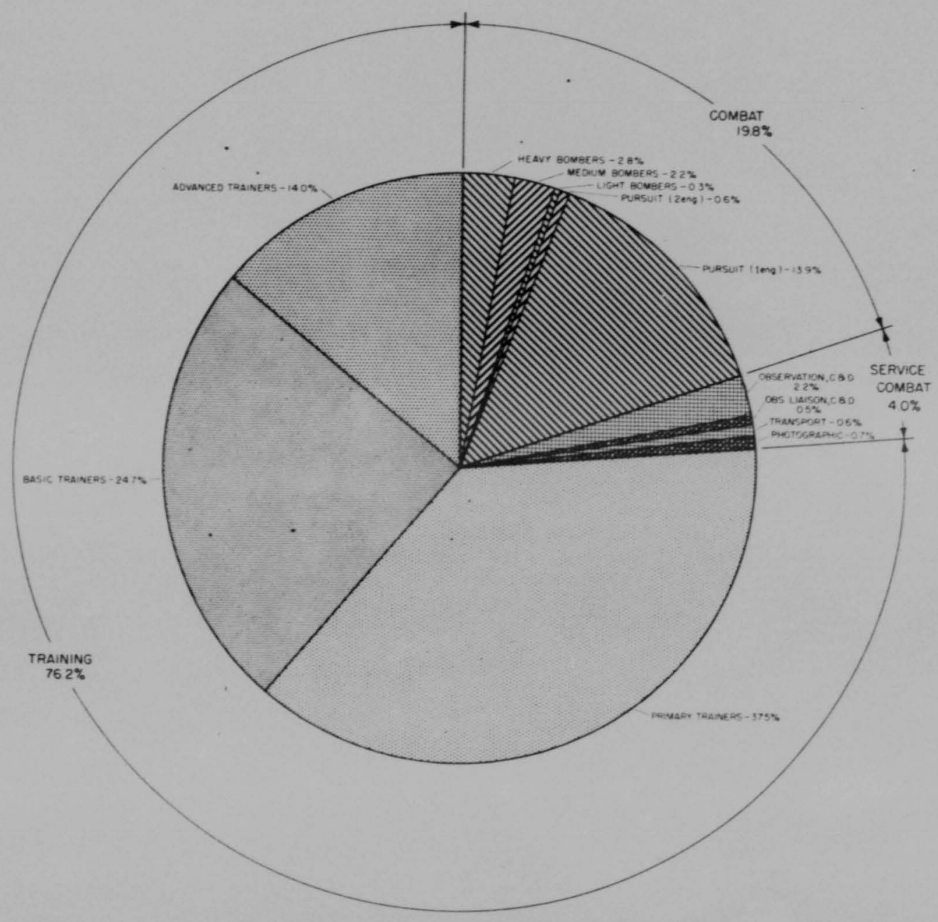
U. S. ARMY AIR CORPS

AIRPLANE DELIVERIES BY TYPE

JANUARY - DECEMBER 1940

SA-11



COMBAT	No. Airp. Del. 1940
Bombers, Heavy	54
Bombers, Medium	42
Bombers, Light	6
Pursuit, 2-eng.	12
Pursuit, 1-eng.	270
Total Combat	384

SERVICE COMBAT	No. Airp. Del. 1940
Observation, C&D	43
Observation, Liaison, C&D	10
Transport	11
Photographic	13
Total Service Combat	77

TRAINING	No. Airp. Del. 1940
Trainers, Primary	731
Trainers, Basic	481
Trainers, [illegible]	273
Total Training	1,485

GRAND TOTAL, ALL TYPES 1,946

STATISTICAL SECT., MAT. DIV., OFFICE, CHIEF OF AIR CORPS, FEBRUARY 1, 1941 TSB - JOW

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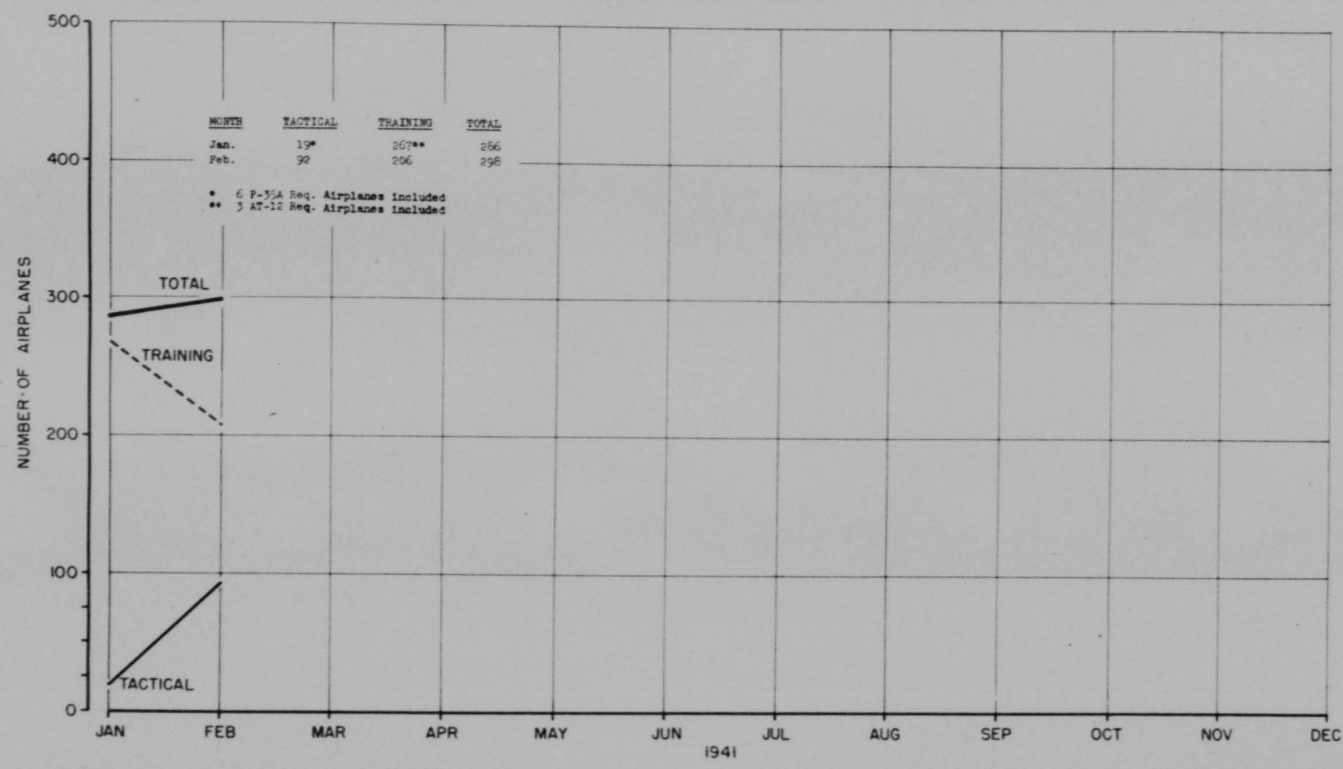
U.S. ARMY AIR CORPS

RM-33

TACTICAL AND TRAINING AIRPLANE DELIVERIES
CALENDAR YEAR 1941

MONTH	TACTICAL	TRAINING	TOTAL
Jan.	19*	267**	286
Feb.	92	206	298

* 6 P-35A Req. Airplanes included
** 3 AT-12 Req. Airplanes included



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STATISTICAL SEC., MAT. DIV.
OFFICE, CHIEF OF AIR CORPS
MAR 4, 1941 (T68-TLP)

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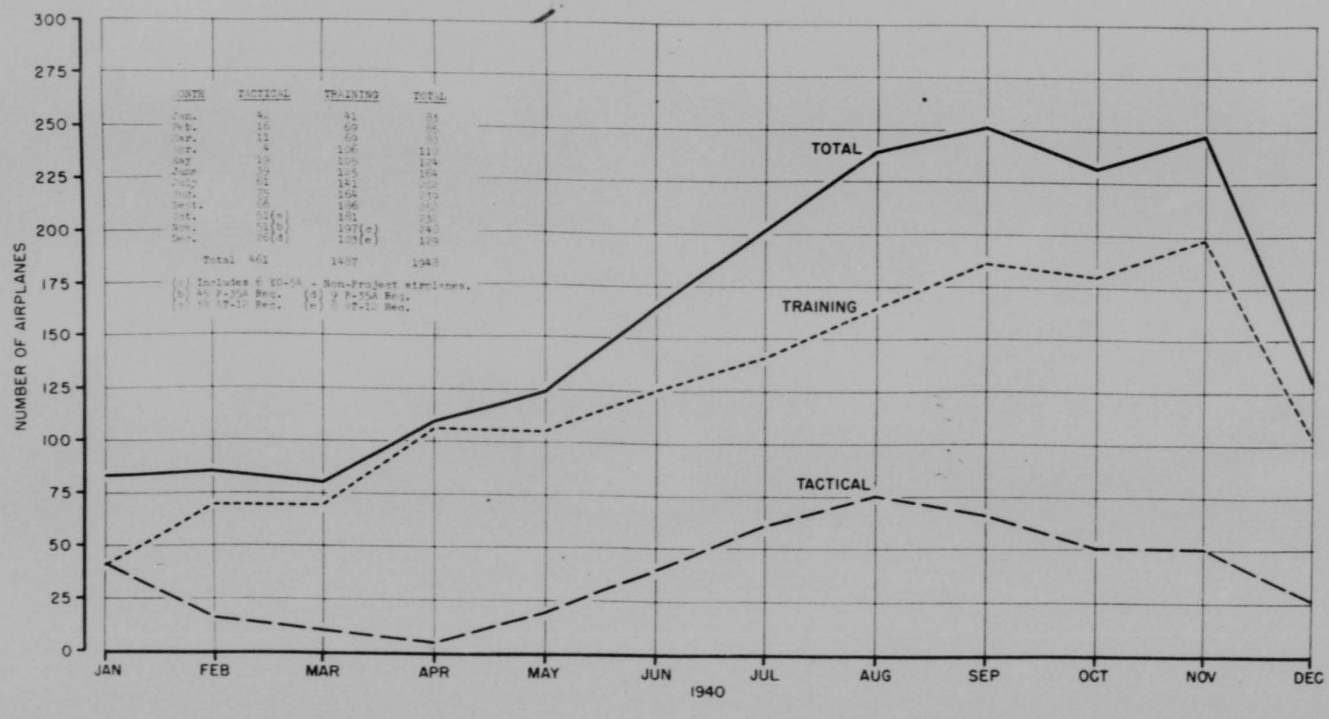
U. S. ARMY AIR CORPS

RM-33

TACTICAL AND TRAINING AIRPLANE DELIVERIES

JANUARY – DECEMBER 1940 (Inc.)



MONTH	TACTICAL	TRAINING	TOTAL
Jan.	41	41	82
Feb.	16	69	85
Mar.	11	69	80
Apr.	4	106	110
May	18	105	123
June	39	145	184
July	61	141	202
Aug.	98	164	262
Sept.	58	146	204
Oct.	51(b)	181	232
Nov.	53(b)	197(c)	250
Dec.	20(b)	139(c)	159
Total	461	1497	1958

(a) Includes 6 XO-58 - Non-Project airplanes.
(b) 45 P-39A Req. (d) 7 P-55A Req.
(c) 10 XP-41 Req. (e) 5 XP-42 Req.

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MAT. PLAN SEC., MAT. DIV., OFFICE, CHIEF OF AIR CORPS, JAN. 3, 1940 (TGB - JOW)

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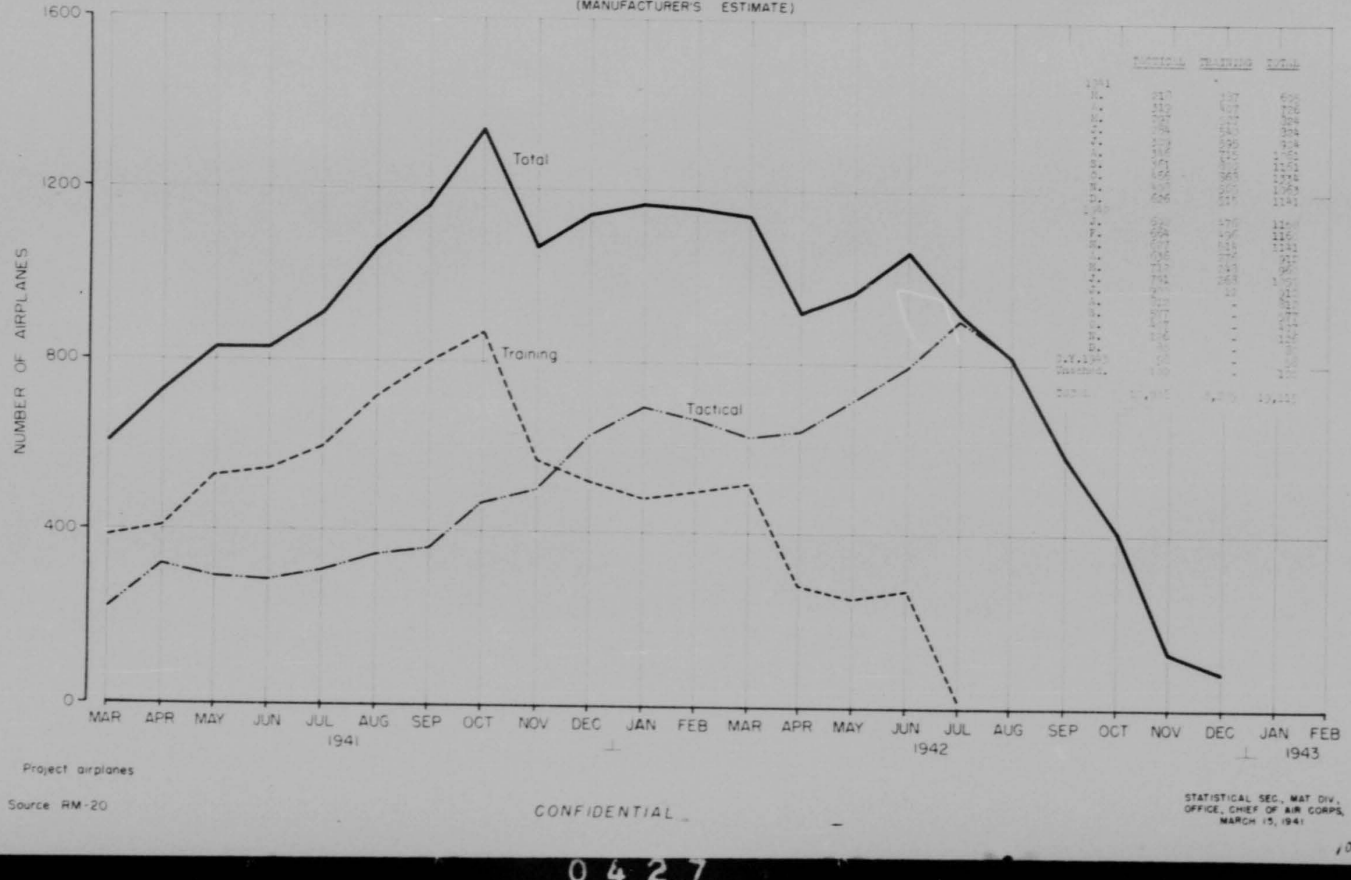
U.S. ARMY AIR CORPS RM-37

ESTIMATED DELIVERY SCHEDULE FOR TACTICAL AND TRAINING AIRPLANES*
ON ORDER AS OF FEBRUARY 28, 1941
(MANUFACTURER'S ESTIMATE)



Project airplanes

Source RM-20

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STATISTICAL SEC., MAT. DIV., OFFICE, CHIEF OF AIR CORPS, MARCH 15, 1941

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NOTE: Column headed "No. Suitable for Tactical Purpose Indicated" has been changed in accordance with instructions of the Chief of the Air Corps.

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SUMMARY OF PROCUREMENT REQUIREMENTS UNDER ARMY'S FIRST AVIATION OBJECTIVE
AND THE NUMBER OF AIRPLANES ON THE PROCUREMENT PROGRAM
WHICH ARE AVAILABLE FOR SUBSEQUENT OBJECTIVES

AS OF MARCH 15, 1941.

Tactical Type (1)	Manufacturer (2)	Model (Series) (3)	Total Number Required Under First Aviation Objective (4)	On Hand and on Order and Suitable for Purpose Indicated (5)	Surplus or Shortage Under First Aviation Objective (6)	Available for Subsequent Objectives: Number Appropriated for in Excess of Those on Hand and on Order (1940, 2141 and 1.194 Programs) (7)	Available for Subsequent Objectives: Number Available for Subsequent Objectives (8)
Combat							
Bomber, Heavy (4-eng.)	Boeing	B-17		642		--	
	Consolidated	B-24		454 1/		--	
TOTAL			744	1,096	352	--	352
Bomber, Medium (2-eng.)	Douglas	B-18		48		--	
	N. American	B-25		1,047		--	
	Martin	B-26		1,151		--	
	Other Medium Bombers			--		--	
TOTAL			640	2,216	1,576	--	1,576
Bomber, Light (2-eng.) (1-eng.)	Douglas	A-20		1,202 2/		--	
	Douglas	A-20A (A-24)		78		--	
	Curtiss	SBC-1(A-25)		100		--	
TOTAL			956	1,380	884	--	884
Pursuit, Fighter (2-eng.)	Lockheed	P-38		686		--	
	Other Pursuit Fighter			--		--	
TOTAL			507	686	179	--	179
Pursuit, Int. (1-eng.)	Bell	P-39		714		--	
	Curtiss	P-40		2,440		526	
	Republic	P-43		66		--	
	Republic	P-44		80		--	
	Republic	P-47		773		--	
	Other Pursuit Int.			--		--	
TOTAL			2,550	3,992	1,442	526	1,968
TOTAL COMBAT			4,597	9,370	4,833	526	5,359
Service Combat							
Transport (2-eng. and 1-eng.)	Beech	C-18		31		--	
	Douglas	C-39		56		--	
	Curtiss	C-40 (CW-20)		207		--	
	Douglas	C-47 & C-49		446		--	
	Douglas	C-48		4		--	
	Other Transport (1-eng.)			--		--	
TOTAL			488	914	427	--	427
Observation, (A & D (2-eng.) and (1-eng.)	Douglas	A-20 (O-53)		775		--	
	N. American	O-47		226		--	
	Curtiss	O-52		203		--	
	Other Observation (2-eng.			--		--	
Liaison, (A & D (1-eng.)	Stinson	O-49		142		185	
	Ontario	O-50		5		--	
	Piper	O-59		5		--	
TOTAL			715	1,356	637	185	819
Photographic (2-eng.)	Beech	F-2		14		--	
	Douglas	F-3		3		--	
TOTAL			262	17	-245	--	-245
Amphibian (2-eng.)	Consolidated	P.B.Y. (OA-10)		74		--	
	Consolidated	OA-8		--		--	
TOTAL			100	74	-26	--	-26
TOTAL SERVICE COMBAT			1,467	2,355	791	185	976
TOTAL TACTICAL			6,064	11,625	5,624	489	6,113
Trainer Types:							
Trainer, Primary (1-eng.)	Stearman	PT-13		361		--	
	Vultee	PT-19,24		1,222		--	
	Fairchild	PT-19		955		--	
	Ryan	PT-20 & 21		700		--	
	Other Primary Trainer			50		--	
TOTAL			2,934	3,714	780	--	780
Trainer, Basic (1-eng.)	Vultee	BT-13		2,041		--	
	N. American	BT-14		249		--	
	Vultee	BT-15		750		--	
	Other Basic Trainers			214 2/		--	
TOTAL			1,666	3,248	1,582	--	1,582
Trainer, Advanced (1-eng.)	N. American	AT-6		2,328		--	
	Republic	AT-12		492		--	
	Other Advanced Trainers (1-eng)			218 3/		--	
TOTAL			1,906	3,038	1,603	--	1,603
Trainer, Advanced (2-eng.)	Beech	AT-7		67		--	
	Beech	AT-10		341		--	
	Cessna	AT-8		55		--	
	Curtiss	AT-9		491		--	
	Beech	AT-11		150		--	
TOTAL			1,225	1,082	-143	--	-143
TOTAL TRAINERS			6,831	10,653	3,822	--	3,822
GRAND TOTAL ALL TYPES			12,895	22,281	9,446	489**	9,934

NOTE: Revision based on Airplanes on Hand 2/28/41 plus deliveries from 3/1 to 3/15. Losses not considered.

* The negative amounts in Col. 6 are the number of additional airplanes required to meet the First Aviation Objective which are not provided for by the Procurement Program.

** By reapportioning 1941 F.Y. funds provisions were made for the purchase of 30 B-24's, 375 A-20's and 100 P-43's in addition to those shown under the above authorizations.

1/ Includes XB-24, a project airplane.

2/ Includes 20 A-20's exchanged for A-17's.

3/ Includes 44 BT's assigned to Organized Reserves.

4/ Includes requisitions from Swedish contracts of 49 AT-12's (2FA)

5/ Includes 26 BC-1A's assigned to National Guard.

NOTE: See page 5 for reconstitement of the 714 observation airplanes that were distributed among other types.

Statistical Sec., Mat. Div., Office, Chief of the Air Corps, March 31, 1941.

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SUMMARY OF TOTAL AIRPLANES ON HAND AND ON ORDER AS OF MARCH 10, 1941
AND NUMBER SUITABLE FOR PURPOSE INDICATED

Tactical Types (1)	Manufacturer (2)	Model (Series) (3)	Authorized Prior to 1500 Program (4)	Authorized by 1500 Program (5)	Authorized by 2084 Program (6)	Authorized by 2161 Program (7)	Authorized by 14,701 Program (8)	Total on Hand & On Order 1/15/41 Exc. Trng. (9)	No. suitable for Tactical Purpose in desired (10)
Combat:									
Bomber, Heavy (4-eng.)	Boeing	B-17	91	79	150	107	85	442	
	Consolidated	B-24	19	45	50	90	90	294	
TOTAL			92	124	200	197	175	736	
Bomber, Medium (2-eng.)	Douglas	B-23	98	--	--	--	--	98	
	N. American	B-25	--	184	--	--	203	387	
	Martin	B-26	--	301	66	73	594	1,034	
	Other Medium Bombers		476	--	--	--	--	476	
TOTAL			474	385	66	73	1,014	2,012	
Bomber, Light (2-eng.)	Douglas	A-20	202	183	--	--	999	1,384	
(1-eng.)	Douglas	BDM-1(A-24)	--	--	--	16	--	16	
	Curtiss	SBC-1(A-25)	--	--	--	--	132	132	
	Other Light Bombers		147	2	--	--	1	150	
TOTAL			147	185	--	16	1,132	1,532	
Pursuit, Fighter (2-eng.)	Lockheed	P-38	--	79	37	173	147	436	
	Other Pursuit Fighter		12	--	--	--	--	12	
TOTAL			12	79	37	173	147	448	
Pursuit, Int. (1-eng.)	Bell	P-39C & D	--	91	--	120	103	314	
	Curtiss	P-40	--	216	--	140	1,501	1,857	
	Republic	XP-43	--	12	--	24	--	36	
	Republic	P-44	--	80	--	--	80	160	
	Republic	P-47	--	--	--	171	602	773	
	Other Pursuit Int.		350	--	--	--	50	400	
	North American	NA-50	--	--	--	--	1	1	
TOTAL			350	399	--	455	2,337	3,541	
TOTAL COMBAT			1,075	1,472	509	1,651	5,995	10,727	9,770
Service Combat:									
Transport (2-eng. and 1-eng.)	Beech	C-45	--	11	--	20	--	31	31
	Douglas	C-39	33	--	--	--	--	33	33
	Curtiss	C-46 (CW-20)	--	--	--	46	154	200	200
	Douglas	C-47 & C-49	--	--	6	176	563	745	745
	Other Transport (2-eng.)		173	1	--	--	--	174	--
	Other Transport (1-eng.)		4	--	--	--	--	4	--
	Douglas	C-48	--	--	--	4	--	4	4
TOTAL			210	12	6	246	717	1,191	1,013
Observation, C. & D. (2-eng.)	Douglas	A-29 (O-35)	--	--	--	--	77	77	77
and (1-eng.)	N. American	O-47	236	--	--	--	--	236	236
	Curtiss	O-52	--	203	--	--	--	203	203
	Other Observation 2-eng.		108	--	--	--	--	108	108
Liaison, C. & D. (1-eng.)	Stinson	O-49	--	142	--	--	--	142	142
	Bellanca	O-50	--	3	--	--	--	3	3
	Ryan	O-51	--	1	--	--	--	1	1
TOTAL			328	351	--	--	77	1,414	1,770
Photographic (2-eng.)	Beech	F-2	--	14	--	--	--	14	14
	Douglas	F-3	--	3	--	--	--	3	3
TOTAL			--	17	--	--	--	17	17
Amphibian (2-eng.)	Consolidated	PBY-5 (OA-10)	--	--	14	4	56	74	74
	Consolidated	All OA's	22	--	--	--	--	22	--
TOTAL			22	--	14	4	56	96	74
Autogiro (1-eng.)	Kellett	G-1	--	--	--	--	--	--	--
TOTAL SERVICE COMBAT			426	380	20	250	1,348	2,424	2,958
TOTAL TACTICAL			1,461	1,852	529	1,881	7,274	12,737	11,628
Trainer Types:									
Trainer, Primary (1-eng.)	Stearman	PT-13	108	178	75	--	361	361	
	Stearman	PT-17,18	--	297	225	--	1,144	1,666	1,666
	Fairchild	PT-19	--	269	100	--	573	970	970
	Ryan	PT-20 & 22	--	59	100	--	371	708	708
	Other Primary Trainer		10	43	--	--	--	50	50
TOTAL			118	806	500	--	2,290	3,714	3,714
Trainer, Basic (1-eng.)	Vultee	BT-13	--	291	200	--	1,550	2,041	2,041
	N. American	BT-14	--	243	--	--	--	243	243
	Vultee	BT-15	--	--	300	--	408	708	708
	Other Basic Trainers		214	--	--	--	--	214	214
TOTAL			214	534	500	--	2,000	3,248	3,248
Trainer, Advanced (1-eng.)	N. American	AT-6	--	81	627	--	1,610	2,318	2,318
	Republic	AT-12	--	--	--	--	83	83	83
	Other Advanced Trainers, 1-eng.		153	78	--	--	--	231	231
TOTAL			153	159	627	--	1,693	2,632	2,632
Trainer, Advanced (2-eng.)	Beech	AT-7	--	--	67	--	--	67	67
	Beech	AT-10	--	--	--	150	191	341	341
	Cessna	AT-8	--	--	33	--	--	33	33
	Curtiss	AT-9	--	--	--	150	341	491	491
	Beech	AT-11	--	--	--	--	100	100	100
TOTAL			--	--	100	300	632	1,032	1,032
TOTAL TRAINERS			485	1,500	1,727	300	6,651	10,653	10,653
GRAND TOTAL, ALL TYPES			1,946	3,352	2,066	2,181	13,905	23,430	22,281
Non-Project (Obsolete, Experimental and Aerial Targets)								193	193
Training in Tactical Units and Miscellaneous Transport								--	1,169
GRAND TOTAL ON HAND AND ON ORDER 3/1/41								23,623	23,643

N.B. Airplanes on hand 3/15 based on number on hand 2/28 plus deliveries from 3/1 to 3/15, losses not considered.

1/ Includes XB-24, a project airplane.
2/ Includes 20 A-20's exchanged for A-17's.
3/ Includes XP-41 and XP-42, project airplanes.
4/ Includes 1 C-37 assigned to National Guard.
5/ Includes 1 C-44 assigned to Mil. Attache in Berlin.
6/ Includes 177 C-47's assigned to National Guard.
7/ Includes airplanes requisitioned from Swedish contracts - 70 P-35's and 69 AT-12's.
8/ Includes 90 O-52's on order for National Guard.
9/ Includes 39 O-46's assigned to National Guard.
10/ Includes 91 O-49's on order for National Guard.
11/ Includes 44 BT's assigned to Organized Reserves.
12/ Includes 26 BC-1A's assigned to National Guard.
13/ Requisitioned from Thailand contract.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
March 20, 1941.

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AIRPLANES ON HAND AS OF MARCH 15, 1941.

SA-28-3

Tactical Type (1)	Manufacturer (2)	Model (Series) (3)	Authorized Prior to 5500 Program (4)	Authorized by 5500 Program (5)	Authorized by 2906 Program (6)	Authorized by 2191 Program (7)	Authorized by 14,994 Program (8)	Total on Hand All Prog. (9)	No. Suitable for Tactical Purposes As dated (10)
Combat:									
Bomber, Heavy (4-eng.)	Boeing	B-17	51	57	--	--	--	108	108
	Consolidated	B-24	1/	--				1/	1/
TOTAL			52	57	--	--	--	109	109
Bomber, Medium (2-eng.)	Douglas	B-23	55	--	--	--	--	55	55
	N. American	B-25	--	8	--	--	--	8	8
	Martin	B-26	--	6	--	--	--	6	6
	Other Medium Bombers		436	--	--	--	--	436	--
TOTAL			474	14	--	--	--	488	54
Bomber, Light (2-eng.)	Douglas	A-20	--	53	--	--	--	53	53
(1-eng.)	Douglas	BD-2(A-24)	--	--	--	--	--	--	--
	Other Light Bombers		147	7	--	--	--	149	--
TOTAL			147	60	--	--	--	207	53
Pursuit, Fighter (2-eng.)	Lockheed	P-38	--	3	--	--	--	3	3
	Other Pursuit Fighter		11	--	--	--	--	11	--
			11	3	--	--	--	14	3
Pursuit, Int. (1-eng.)	Bell	P-39C & D	--	27	--	--	--	27	27
	Curtiss	P-40	--	267	--	--	--	267	267
	Republic	YP-43	--	4	--	--	--	4	4
	Republic	P-44	--	--	--	--	--	--	--
	Republic	P-47	--	--	--	--	--	--	--
	Other Pursuit Int.		552/	--	--	--	60**	592/	--
TOTAL			570	298	--	--	60	683	290
TOTAL COMBAT			1,014	432	--	--	60	1,506	520
Service Combat:									
Transport (2-eng. and 1-eng.)	Beech	C-45	--	11	--	1	--	12	12
	Douglas	C-39	55	--	--	--	--	55	55
	Lockheed	C-40 (UC-36)	--	--	--	--	--	--	--
	Douglas	C-47 & C-49	--	--	6	3	--	9	9
	Douglas	C-48	--	--	--	1	--	1	1
	Other Transports		41 2a4/	1	--	--	--	42 2a4/	--
TOTAL			96	12	6	5	--	119	77
Observation, C & D (2-eng.) and (1-eng.)	Douglas	A-20 (O-53)	--	--	--	--	--	--	--
	N. American	O-47	208 2b/	--	--	--	--	208 2b/	208
	Curtiss	O-52	--	--	--	--	--	--	--
	Other Observation 2-eng		130 2c/	--	--	--	--	130 2c/	--
Liaison, C & D (1-eng.)	Stinson	O-49	--	7	--	--	--	7	7
	Taylorcraft	O-57	--	--	--	--	--	--	--
	Piper	O-59	--	3	--	--	--	3	3
TOTAL			338	10	--	--	--	348	218
Photographic (2-eng.)	Beech	F-2	--	14	--	--	--	14	14
	Douglas	F-3	--	--	--	--	--	--	--
TOTAL			--	14	--	--	--	14	14
Amphibian (2-eng.)	Consolidated	PBY-5(OA-10)	--	--	--	--	--	--	--
	Consolidated	OA-8A	22	--	--	--	--	22	--
TOTAL			22	--	--	--	--	22	--
Autogiro (1-eng.)	Kellett	G-3	--	--	--	--	--	--	--
TOTAL SERVICE COMBAT			456	36	6	5	--	473	317
TOTAL TACTICAL			1,440	468	6	5	60	1,979	837
Trainer Types									
Trainer Primary (1-eng.)	Stearman	PT-13	197	170	56	--	--	423	423
	Stearman	PT-17,18	--	232	104	--	--	471	471
	Fairchild	PT-19	--	74	70	--	--	518	518
	Ryan	PT-20	--	69	--	--	--	69	69
	Other Primary Trainer		13	45	--	--	--	58	45
TOTAL			210	590	230	--	--	1,030	1,026
Trainer, Basic (1-eng.)	Vultee	BT-13	--	291	--	--	--	291	291
	N. American	BT-14	--	241	--	--	--	241	241
	Vultee	BT-15	--	--	58	--	--	58	58
	Other Basic Trainers		2142/	--	--	--	--	2142/	2142/
TOTAL			914	534	58	--	--	951	951
Trainer, Advanced (1-eng.)	N. American	AT-6	--	80	454	--	--	534	534
	Other Advanced Trainer (1-eng.)		178	120/	--	--	--	298	120/
	Republic	AT-12	--	--	--	--	60**	60**	60**
TOTAL			193	440	454	--	60	1,127	714
Trainer, Advanced (2-eng.)	Beech	AT-7	--	--	1	--	--	1	1
	Beech	AT-10	--	--	--	--	--	--	--
	Cessna	AT-8	--	--	1	--	--	1	1
	Curtiss	AT-9	--	--	--	--	--	--	--
	Beech	AT-11	--	--	--	--	--	--	--
TOTAL			--	--	2	--	--	2	2
TOTAL TRAINERS			495	1,439	561	--	60	2,554	1,744
GRAND TOTAL ALL TYPES			1,935	1,907	567	5	120	4,533	2,581
Non-Project (Obsolete, Experimental and Aerial Targets) Training in Tactical Units and Miscellaneous Transport *								190	190
								--	1,410
GRAND TOTAL ON HAND MARCH 15, 1941								4,723	4,705

* Variation is based on number of airplanes on hand 3/1/41 plus deliveries from February 28 to March 15. The losses during this period are unobserved.

** 60 P-39's and 60 AT-12's are requisitioned airplanes which were turned over to the Air Corps.

1/ Includes XB-19, a project airplane.
2a/ Includes XT-41 and XB-42, project airplanes.
2b/ Includes 1 O-57 assigned to National Guard.
2c/ Includes 1 O-49 assigned to Military Attache in Berlin.
3/ Includes 157 O-47's assigned to National Guard.
4/ Includes 99 O-52's assigned to National Guard.
5/ Includes 44 O2's assigned to Organized Reserves.
6/ Includes 26 BC-1A's assigned to National Guard.

Statistical Section, Mat. Div., Office, Chief of the Air Corps, March 20, 1941.

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AIRPLANES ON ORDER AS OF MARCH 15, 1941.

Tactical Types (1)	Manufacturer (2)	Model (Series) (3)	Authorized Prior to 1500 Program (4)	Authorized by 1500 Program (5)	Authorized by 2000 Program (6)	Authorized by 2141 Program (7)	Authorized by 14,994 Program (8)	Total On Order & Under All Prog. (9)	No. Suitable for Tactical Purpose in Service (10)
Combat:									
Bomber, Heavy (4-eng.)	Boeing	B-17	--	20	150	127	274	574	74
	Consolidated	B-24	--	47	56	90	247	443	443
TOTAL			--	67	206	220	490	983	517
Bomber, Medium (2-eng.)	Douglas	B-23	--	--	--	--	--	--	--
	N. American	B-25	--	170	--	--	865	1,035	1,035
	Martin	B-26	--	190	66	73	791	1,120	1,120
	Other Medium Bombers		--	--	--	--	--	--	--
TOTAL			--	371	66	73	1,654	2,164	2,164
Bomber, Light (2-eng.) (1-eng.)	Douglas	A-20	90 1/	120	--	--	999	1,194 1/	1,194 1/
	Douglas	A-20 (A-24)	--	--	--	48	--	48	48
	Curtiss	SBC-3 (A-25)	--	--	--	--	120	120	120
	North American	BA-64	--	--	--	--	156 2/	156 2/	--
TOTAL			90 1/	120	--	48	1,155	1,323 1/	1,322 1/
Pursuit, Fighter (2-eng.)	Lockheed	P-38	--	70	57	177	197	501	501
	Other Pursuit Fighter		1	--	--	--	--	1	--
TOTAL			1	70	57	177	197	502	501
Pursuit, Int. (1-eng.)	Bell	P-39C & D	--	69	--	120	197	387	387
	Curtiss	P-40	--	749	--	540	1,501	2,990	2,990
	Republic	YP-43	--	8	--	--	52	52	52
	Republic	P-44	--	80	--	--	80	80	80
	Republic	P-47	--	--	--	171	602	773	773
	Republic	P-70	--	--	--	--	8	8	--
	North American	NA-50	--	--	--	--	--	--	--
TOTAL			--	906	--	831	2,440	4,277	4,242
TOTAL COMBAT			91	1,040	309	1,651	7,966	8,967	8,840
Service Combat:									
Transport (2-eng. and 1-eng.)	Beech	C-45	--	--	--	19	--	19	19
	Douglas	C-39	--	--	--	--	--	--	--
	Curtiss	C-46 (CW-20)	--	--	--	46	154	200	200
	Douglas	C-47 & C-49	--	--	--	176	525	701	701
	Other Transport (2-eng.)	C-48	--	--	--	5	--	5	5
	Other Transport (1-eng.)		--	--	--	--	--	--	--
TOTAL			--	--	--	241	517	758	758
Observation, C. & D. (2-eng.) and (1-eng.)	Douglas	A-20 (O-53)	--	--	--	--	775	775	775
	N. American	O-47	--	--	--	--	--	--	--
	Curtiss	O-52	--	205 3/	--	--	--	205 3/	205 3/
	Other Observation (2-eng.)		--	--	--	--	--	--	--
Liaison, C. & D. (1-eng.)	Stinson	O-49	--	174 4/	--	--	--	174 4/	174 4/
	Reliance	O-50	--	--	--	--	6	6	6
	Ryan	O-51	--	--	--	--	--	--	--
TOTAL			--	341	--	--	775	1,116	1,116
Photographic (2-eng.)	Beech	F-2	--	--	--	--	--	--	--
	Douglas	F-3	--	3	--	--	--	3	3
TOTAL			--	3	--	--	--	3	3
Amphibian (2-eng.)	Consolidated	PBY-5 (OA-10)	--	--	14	4	56	74	74
	Consolidated	All OA's	--	--	--	--	--	--	--
TOTAL			--	--	14	4	56	74	74
Autogiro (1-eng.)	Kellett	YG-1	--	--	--	--	--	--	--
TOTAL SERVICE COMBAT			--	344	14	245	1,348	1,951	1,951
TOTAL TACTICAL			91	1,384	323	1,896	7,314	10,918	10,801
Trainer Types:									
Trainer, Primary (1-eng.)	Stearman	PT-13	--	--	40	--	--	40	40
	Stearman	PT-17, 18	--	--	23	--	1,144	1,167	1,167
	Fairchild	PT-19	--	1	10	--	574	584	584
	Ryan	PT-20 & 21	--	--	100	--	574	674	674
	Other Primary Trainer		--	--	--	--	--	--	--
TOTAL			--	1	201	--	2,290	2,490	2,490
Trainer, Basic (1-eng.)	Vultee	BT-13	--	--	200	--	1,550	1,750	1,750
	N. American	BT-14	--	--	--	--	--	--	--
	Vultee	BT-15	--	--	247	--	450	697	697
	Other Basic Trainers		--	--	--	--	--	--	--
TOTAL			--	--	447	--	2,000	2,447	2,447
Trainer, Advanced (1-eng.)	N. American	AT-6	--	--	433	--	1,610	2,043	2,043
	Other Advanced Trainer (1-eng.)		--	--	--	--	--	--	--
TOTAL			--	--	433	--	1,610	2,043	2,043
Trainer, Advanced (2-eng.)	Beech	AT-7	--	--	65	--	--	65	65
	Beech	AT-10	--	--	--	150	191	341	341
	Cessna	AT-8	--	--	32	--	--	32	32
	Curtiss	AT-9	--	--	--	150	341	491	491
	Beech	AT-11	--	--	--	--	150	150	150
TOTAL			--	--	97	300	682	1,079	1,079
TOTAL TRAINERS			--	1	1,176	300	6,582	8,059	8,059
GRAND TOTAL, ALL TYPES			91	1,385	1,499	2,196	13,896	18,977	18,860
Non-Project (Obsolete, Experimental and Aerial Targets); Training in Tactical Units and Miscellaneous Transport								23 --	23 17
GRAND TOTAL ON ORDER MARCH 15, 1941.								18,980	18,900

1/ Includes 90 A-20A's exchanged for A-17's.
2/ Includes 90 O-52 airplanes on order for National Guard.
3/ Includes 91 O-49 airplanes on order for National Guard.
4/ These airplanes are to be requisitioned from a Thailand contract.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, March 20, 1941.

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AUTHORIZED AND PROPOSED AIRPLANE PROCUREMENT PROGRAMS
As of March 15, 1941

Tactical Types	Manufacturer	Model Series	Authorized by Legislative Action (Subsequent to 5500 Program)				Proposed Programs								Total Proposed Programs	Total All Programs
			7,000 Program	4,000 Program	4,344 Program	Total Cumm Prog	AIR CORPS 12,000 Program	AIR CORPS 5,600 Program	AIR CORPS 1429** Def. Mod.	AIR CORPS Total AC Proposed	U.S. FOR BRITAIN 505 Program	U.S. FOR BRITAIN B.P.C. (714)	U.S. FOR BRITAIN Total US for Brit.			
Combat																
Bomber, Heavy (4-eng.)	Boeing	B-17	150	127	235	512										
	Consolidated	B-24	56	91	257	404										
Total			206	220	492	920	800	1200	--	2000	50	50	60		2060	2980
Bomber, Medium (2-eng.)	Douglas	B-23	--	--	--	--										
	N.American	B-25	--	--	863	863										
	Martin	B-26	66	73	791	930										
Total			66	73	1654	1793	1200	2400	--	3600	--	--	--		3600	5393
Bomber, Light (2-eng.)	Douglas	A-20	--	--	999	999										
	Douglas	SBD-2(A-24)	--	78	--	78										
	Curtiss	SBC-1(A-25)	--	--	100	100										
	N.American	BA-44	--	--	10	10										
Total			--	78	1109	1187	1000	--	--	1000	375	100	475		1475	2662
Pursuit, Fighter (2-eng)	Lockheed	P-38	37	373	197	607										
Total			37	373	197	607	1150	--	--	1150	--	--	--		1150	1757
Pursuit, Int. (1-eng)	Bell	P-39C	--	120	105	225										
	Curtiss	P-40	--	140	1609	2149										
	Republic	XP-43	--	54	--	54										
	Republic	P-44	--	--	--	--										
	Republic	P-47	--	171	602	773										
	Republic	P-??	--	--	60	60										
	N.American	NA-50	--	--	6	6										
Total			--	885	2782	3667	4850	--	--	4850	100	384	484		5334	8999
TOTAL COMBAT			309	1651	6232	8172	9000	3600	--	12600	505	514	1019		13619	21791
Service Combat:																
Transport (2-eng and 1-eng)	Beech	C-43	--	20	--	20										
	Douglas	C-39	--	--	--	--										
	Curtiss	C-46 (CW-20)	--	46	104	250										
	Douglas	C-47 & C-49	6	180	709	895										
	Douglas	C-48	--	--	4	4										
Total			6	246	517	769	240	--	275	515	--	--	--		515	1284
Observation, O & D (2-eng)&(1-eng)	Douglas	A-20	--	--	773*	773*										
	N.American	O-47	--	--	--	--										
	Curtiss	O-52	--	--	--	--										
Liaison, OAO (1-eng)	Stinson	O-49	--	--	182	182										
	Bellanca	O-50	--	--	--	--										
	Ryan	O-51	--	--	--	--										
Total			--	--	957	957	--	--	--	--	--	--	--		--	957
Photographic (2-eng)	Beech	F-2	--	--	--	--										
	Douglas	F-3	--	--	--	--										
Total			--	--	--	--	--	--	--	--	--	--	--		--	--
Amphibian (2-eng)	Consolidated	PBY-5	14	4	56	74										
Total			14	4	56	74	--	--	--	--	--	--	--		--	74
TOTAL SERVICE COMBAT			20	250	1530	1800	240	--	275	515	--	--	--		515	2315
TOTAL TACTICAL			329	1901	7762	9972	9240	3600	275	13115	505	514	1019		14134	24106
Trainer Types:																
Trainer, Primary (1-eng)	Stearman	PT-13	73	--	--	73										
	Stearman	PT-17, 18	265	--	1144	1409										
	Fairchild	PT-19	100	--	573	673										
	Ryan	PT-21	100	--	575	675										
Total			500	--	2290	2790	900	--	1500	2400	--	--	--		2400	5190
Trainer, Basic (1-eng)	Vultee	BT-13	200	--	1050	1250										
	Vultee	BT-15	300	--	450	750										
	N.American	BT-14	--	--	--	--										
Total			500	--	2000	2500	900	--	2000	2900	--	--	--		2900	5400
Trainer, Advanced (1-eng)	N.American	AT-6	637	--	1610	2247										
	Republic	AT-12	--	--	50	50										
Total			637	--	1660	2297	360	--	1300	1360	--	200	200		1560	3857
Trainer, Advanced (2-eng)	Beech	AT-7	67	--	--	67										
	Beech	AT-10	--	150	191	341										
	Cessna	AT-8	33	--	--	33										
	Curtiss	AT-9	--	150	341	491										
	Beech	AT-11	--	--	150	150										
Total			100	300	682	1082	600	--	2000	2600	--	--	--		2600	3682
TOTAL TRAINERS			1737	300	6632	8669	2760	--	6500	9860	--	200	200		9460	18129
GRAND TOTAL, ALL TYPES			2066	2181	14394	18641	12000	3600	6775	22975	505	714	1219		23594	42235

1/ Includes 205 Spares.

* 714 of the original 1,485 redistributed as follows:

Curtiss	P-40	312	
Republic	P-??	50	(Requisitioned)
Stinson	O-49	170	
Republic	AT-12	50	(Requisitioned)
Dive Bombers		110	(Substituted)
TOTAL		692	

** Proposed modification of 1429 deferred airplanes.

ORIGINAL PROGRAM		MODIFIED PROGRAM	
Medium Bombers	1190	Trainers	6500
Transports	275	Transports	275
TOTAL	1465	TOTAL	6775

CONFIDENTIAL

OFFICE CHIEF OF AIR CORPS
MARCH 22, 1941

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NUMBER OF PRODUCTIVE AIRPLANE EMPLOYEES - ACTUAL

SU-22

Calendar year, 1941

34 plants, producers of military types

Manufacturer	1941 January	February	March	April	May	June	July	August	September	October	November	December	Est. Max. Number Employed 12/31/41
1. Aircraft Research 1/	No Data	No Data	7										No data
2. Beech	4,187	4,761	5,048										5,714
3. Bell	4,145	4,209	4,313										4,750
4. Belliaire	117	127	130										1,610
5. Boeing	7,193	6,985	6,748										20,300
6. Brewster	4,255	4,230	4,332										13,500
7. Cessna	585	584	1,230										3,170
8. Consolidated	10,152	10,781	10,000										42,500
9. Culver	51	51	74										1,400
10a. Curtiss (Buffalo)	7,491	7,964	8,241										10,000 2/
10b. Curtiss (Columbus)		187	203										No data
11. Curtiss (St. Louis)	1,491	1,547	1,693										10,000
12. Douglas (El Segundo)	9,193	9,431	9,838										9,170
13. Douglas (Santa Monica)	11,900	11,580	11,958										21,750
14. Engineering & Research	No Data	No Data	No data										No data
15. Fairchild	1,054	1,150	991										1,014
16. Fleetwings	358	314	344										1,107
17. Grumman	1,873	1,715	2,150										2,500
18. Lockheed	14,477	14,713	15,150										20,000
19. Martin	12,810	13,002	13,361										41,600
20. Naval Aircraft Factory	No Data	No Data	No data										No data
21. North American (Dallas)	300	660	910										10,000
22. North American (Inglewood)	6,356	6,900	7,434										15,300
23. Norton	1,740	1,741	1,814										200
24. Republic	3,194	3,477	3,536										6,243
25. Ryan	1,501	1,139	1,164										1,400
26. Spartan	163	No Data	173										400
27. Stearman	1,855	1,877	1,831										2,500
28. Stinson	175	207	227										1,400
29. Turner	3	3	No data										No data
30. Vega	2,037	2,950	2,979										10,700
31. Vought-Sikorsky	3,604	3,827	4,104										5,300
32. Vultee (Downey)	1,830	1,830	1,837										2,400
33. Vultee (Nashville)	643	701	849										1,236
34. Wheeler	219	194	165										450
GRAND TOTAL	107,340	107,562	114,177										387,309
Monthly Per Cent Change		•	•										

1/ This tabulation includes only those companies producing military types of aircraft.

2/ Curtiss March name was changed to Vidal Research.
Maximum capacity is based on 10,000 maximum productive employees, not 27,500 as previously reported.

Statistical Sec., Mat. Div.,
Office, Chief of Air Force,
April 10, 1941

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ACTUAL PRODUCTIVE FLOOR SPACE OF AIRFRAME PLANTS AND EXPECTED MAXIMUM TO BE REACHED BY DECEMBER 1941

SU-26

	Manufacturer	1941 January	February	March	April	May	June	July	August	September	October	November	December	Est. Max. to be Reached by Dec. 31
1.	Aircraft Research 1/	No Data	No Data	30,000										No data
2.	Beech	334,350	334,350	334,350										334,350
3.	Bell	444,000	444,000	444,000										444,000
4.	Bellanca	60	74,500	74,500										74,500
5.	Boeing	997,326	1,107,906	1,608,796										2,376,000
6.	Brewster	591,330	591,330	591,330										591,330
7.	Cessna	121,443	121,443	284,438										771,500
8.	Consolidated	1,189,326	1,189,326	1,674,000										1,674,000
9.	Culver	47,000	47,000	47,000										47,000
10.	Curtiss (Buffalo)	556,000	574,000	574,000										574,000 2/
10a.	Curtiss (Columbus)		132,000	141,000										1,824,000
11.	Curtiss (St. Louis)	126,060	126,060	126,060										126,060
12.	Douglas (El Segundo)	410,000	410,000	410,000										1,410,000
13.	Douglas (Santa Monica)	1,430,381	1,430,381	1,430,381										1,430,381
14.	Engineering & Research	No Data	No Data	No Data										No Data
15.	Fairchild	97,156	109,636	115,247										190,247
16.	Fleetwings	120,000	90,000	90,000										500,000
17.	Grumman	100,000	100,000	100,000										100,000
18.	Lockheed	734,414	734,414	767,809										1,000,000
19.	Martin	1,138,671	1,138,671	1,009,766										1,400,000
20.	Naval Aircraft Factory	No Data	No Data	No Data										No data
21.	North American (Dallas)	48,000	48,000	800,000										800,000
22.	North American (Inglewood)	820,000	820,000	820,000										820,000
23.	Northrop	319,000	319,620	496,000										496,000
24.	Republic	142,555	142,555	182,273										182,273
25.	Ryan	128,595	128,595	128,595										128,595
26.	Spartan	79,516	No Data	79,516										79,516
27.	Stearman	290,000	290,000	290,000										290,000
28.	Stinson	92,100	92,100	92,100										115,000
29.	Turner	No Data	4,000	No Data										No data
30.	Vega	185,797	192,635	207,820										600,000
31.	Vought-Sikorsky	310,000	310,000	310,000										310,000
32.	Vultee (Downey)	780,500	710,100	719,100										719,100
33.	Vultee (Nashville)	169,500	244,300	179,676										216,000
34.	Ward	95,960	95,960	95,960										No Data
	GRAND TOTAL	11,771,253	11,966,771	14,700,582										19,370,000
	Monthly Per Cent Change		+1	+19										

NOTE: This tabulation includes only those companies producing military types of aircraft.

1/ Includes 574,000 sq. ft. at present Buffalo plant and 840,000 sq. ft. at new Buffalo plant.
2/ During March name was changed to Vidal Research.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 10, 1941

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U.S. ARMY AIR CORPS

Ref Air, 4

ACCEPTED AIRPLANE DELIVERIES BY MODEL AND BY TYPE

January - April 1941

TYPE & MODEL	MANUFACTURER	1941 JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT	OCT.	NOV.	DEC.	TOTAL
PROJECT														
Bomber, Heavy														
B-17D	Boeing	0	13	8	21*									
B-17E	Boeing	0	0	0	0									
B-24	Consolidated	0	0	0	0									
B-24A	Consolidated	0	0	0	0									
B-24C	Consolidated	0	0	0	0									
B-24D	Consolidated	0	0	0	0									
TOTAL		0	13	8	21									
Bomber, Medium														
B-25	No. American (Ingle.)	0	5	8	9									
B-25A	No. American (Ingle.)	0	0	0	0									
B-25B	No. American (Ingle.)	0	0	0	0									
B-25C	No. American (Ingle.)	0	0	0	0									
B-26	Martin	0	4	10	22									
B-26A	Martin	0	0	0	0									
B-26B	Martin	0	0	0	0									
TOTAL		0	9	18	31									
Bomber, Light														
A-20	Douglas (S.M.)	0	0	0	0									
A-20A	Douglas (S.M.)	7	31	37	39									
A-20B	Douglas (S.M. - L.B.)	0	0	0	0									
A-20C	Douglas (S.M.)	0	0	0	0									
A-24	Douglas (E.S.)	0	0	0	0									
A-25	Curtiss (Columbus)	0	0	0	0									
A-27	No. American (Ingle.)	0	0	10**	0									
TOTAL		7	31	47	39									
Pursuit, 2-eng.														
YFM-1A	Bell	0	0	0	0									
YP-38	Lockheed	0	0	2	4									
P-38	Lockheed	1	0	0	0									
P-38D	Lockheed	0	0	0	0									
P-38E	Lockheed	0	0	0	0									
TOTAL		1	0	2	4									
Pursuit, 1-eng.														
P-35A	Republic	6*	0	0	0									
P-39C	Bell	5	5	11	1*									
P-39D	Bell	0	1	0	0									
P-40B & C	Curtiss (Bflo)	0	22	115	178									
P-40D	Curtiss (Bflo)	0	0	0	0									
P-40E	Curtiss (Bflo)	0	0	0	0									
YP-43	Republic	1	0	6	4*									
P-43	Republic	0	0	0	0									
P-43A	Republic	0	0	0	0									
P-47B	Republic	0	0	0	0									
YP-61	Northrop	0	0	0	0									
P-64	No. American (Ingle.)	0	0	6**	0									
TOTAL		10	28	138	183									
Observation, C & D														
O-49	Vultee (Nash.)	0	2	9	15									
O-49A	Vultee (Nash.)	0	0	0	2									
YO-50	Bellanca	0	0	0	0									
O-52	Curtiss (Bflo.)	0	0	0	0									
O-53	Douglas (S.M. - L.B.)	0	0	0	0									
TOTAL		0	2	9	17									
Observation, Amphibian														
OA-10	Consolidated	0	0	0	0									
Photographic														
F-7	Douglas (S.M.)	0	0	0	0									
Transport														
C-43A	Beech	0	0	1	2									
C-46	Curtiss (St. Louis)	0	0	0	0									
C-47	Douglas (S.M. - L.B.)	0	0	0	0									
C-48	Douglas (S.M.)	1*	0	0	0									
C-48A	Douglas (S.M.)	0	0	0	0									
C-49	Douglas (S.M.)	0	0	1*	0									
C-49A	Douglas (S.M.)	0	1*	0	0									
C-49B	Douglas (S.M.)	0	1*	0	0									
TOTAL		1	2	2	2									

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A-20	Douglas (S.M.)	0	0	0	0
A-20A	Douglas (S.M.)	7	31	37	39
A-20B	Douglas (S.M. - L.B.)	0	0	0	0
A-20C	Douglas (S.M.)	0	0	0	0
A-24	Douglas (E.S.)	0	0	0	0
A-25	Curtiss (Columbus)	0	0	0	0
A-27	No. American (Ingle.)	0	0	10**	0
TOTAL		7	31	47	39
Pursuit, 2-eng.					
YFM-1A	Bell	0	0	0	0
YF-38	Lockheed	0	0	2	4
P-38	Lockheed	1	0	0	0
P-38D	Lockheed	0	0	0	0
P-38E	Lockheed	0	0	0	0
TOTAL		1	0	2	4
Pursuit, 1-eng.					
P-35A	Republic	6*	0	0	0
P-39C	Bell	3	5	11	1*
P-39D	Bell	0	1	0	0
P-40B & C	Curtiss (Bflo)	0	22	115	176
P-40D	Curtiss (Bflo)	0	0	0	0
P-40E	Curtiss (Bflo)	0	0	0	0
YP-43	Republic	1	0	6	4*
P-43	Republic	0	0	0	0
P-43A	Republic	0	0	0	0
P-47B	Republic	0	0	0	0
YP-61	Northrop	0	0	0	0
P-64	No. American (Ingle.)	0	0	6**	0
TOTAL		10	28	138	181
Observation, C & D					
O-49	Vultee (Nash.)	0	2	9	15
O-49A	Vultee (Nash.)	0	0	0	0
YO-50	Bellanca	0	0	0	2
O-52	Curtiss (Bflo.)	0	0	0	0
O-53	Douglas (S.M. - L.B.)	0	0	0	0
TOTAL		0	2	9	17
Observation, Amphibian					
OA-10	Consolidated	0	0	0	0
Photographic					
F-3	Douglas (S.M.)	0	0	0	0
Transport					
C-45A	Beech	0	0	1	2
C-46	Curtiss (St. Louis)	0	0	0	0
C-47	Douglas (S.M.- L.B.)	0	0	0	0
C-48	Douglas (S.M.)	1*	0	0	0
C-48A	Douglas (S.M.)	0	0	0	0
C-49	Douglas (S.M.)	0	0	1*	0
C-49A	Douglas (S.M.)	0	1*	0	0
C-49B	Douglas (S.M.)	0	7*	0	0
TOTAL		1	9	2	2
TOTAL TACTICAL		19	92	224	295
Trainers, Primary					
PT-13B	Stearman	9	0	30	30*
PT-17	Stearman	19	52	87	112
PT-18	Stearman	51	0	2*	0
PT-19	Fairchild	29	1	1*	0
PT-19A	Fairchild	0	70	51	61
PT-21	Ryan	0	0	0	0
TOTAL		108	123	171	241
Trainers, Basic					
BT-13	Vultee (Downey)	68*	0	0	0
BT-13A	Vultee (Downey)	0	0	0	7
BT-15	Vultee (Downey)	1	15	84	118
TOTAL		69	15	84	125
Trainers, Advanced, 1-eng.					
AT-6A	No. American (Ingle.)	87	65	64	69
AT-6A	No. American (Dallas)	0	0	0	13
AT-12	Republic	3*	0	0	0
TOTAL		90	65	64	82
Trainers, Advanced, 2-eng.					
AT-7	Beech	0	2	7	18
AT-8	Cessna	0	1	1	6
AT-9	Curtiss (S.L.)	0	0	0	0
AT-10	Beech	0	0	0	0
AT-11	Beech	0	0	0	0
TOTAL		0	3	8	24
TOTAL TRAINERS		267	206	327	448
TOTAL PROJECT		286	298	551	743
NON-PROJECT					
Bombers, Heavy					
XB-19	Douglas (S.M.)	0	0	0	0
XB-29	Boeing	0	0	0	0
XB-32	Consolidated	0	0	0	0
TOTAL		0	0	0	0
Bombers, Medium					
XB-26	No. American (Ingle.)	0	0	0	0
XB-28A	No. American (Ingle.)	0	0	0	0
TOTAL		0	0	0	0
Pursuit, 2-eng.					
XP-49	Lockheed	0	0	0	0
XP-50	Grumman	0	0	0	0
XP-58	Lockheed	0	0	0	0
XP-61	Northrop	0	0	0	0
TOTAL		0	0	0	0
Pursuit, 1-eng.					
XP-46	Curtiss (Bflo.)	0	0	0	0
XP-46A	Curtiss (Bflo.)	0	0	0	0
XP-47B	Republic	0	0	0	0
XP-51	No. American (Ingle.)	0	0	0	0
XP-53	Curtiss (Bflo.)	0	0	0	0
XP-54	Vultee (Downey)	0	0	0	0
XP-56	Northrop	0	0	0	0
XP-59	Bell	0	0	0	0
TOTAL		0	0	0	0
Observation, C & D					
YO-55	Engineering & Research	0	0	1*	0
XR-1	Platt-Le Page	0	0	0	0
XR-4	Vought-Sikorsky	0	0	0	0
TOTAL		0	0	1	0
Trainers, Basic					
XBT-11	Vidal Research	0	0	0	0
XBT-12	Fleetwings	0	0	0	0
TOTAL		0	0	0	0
TOTAL NON-PROJECT		0	0	1	0
GRAND TOTAL		286	298	552	743

1/ Contract from Fiscal Year 1940 funds completed.
* Contract Completed.
** Requisitioned from Thailand.
NOTE: Spares & aerial targets are not included.

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Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 13, 1941.

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U.S. ARMY CORPS

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ACCEPTED AIRPLANE DELIVERIES BY MODEL AND BY MANUFACTURER

January- April 1941

MANUFACTURER	MODEL	1941 JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT	OCT.	NOV.	DEC.	TOTAL
PROJECT														
Beech	AT-7	0	2	7	14									
Beech	AT-10	0	0	0	0									
Beech	AT-11	0	0	0	0									
Beech	C-45A	0	0	1	2									
TOTAL		0	2	8	16									
Bell	YFM-1A	0	0	0	0									
Bell	P-39C	3	5	11	1*									
Bell	P-39D	0	1	0	0									
TOTAL		3	6	11	1									
Bellanca	YO-50	0	0	0	0									
Boeing	B-17D	0	13	8	21*									
Boeing	B-17E	0	0	0	0									
TOTAL		0	13	8	21									
Cessna	AT-8	0	1	1	6									
Consolidated	B-24	0	0	0	0									
Consolidated	B-24A	0	0	0	0									
Consolidated	B-24C	0	0	0	0									
Consolidated	B-24D	0	0	0	0									
Consolidated	OA-10	0	0	0	0									
TOTAL		0	0	0	0									
Curtiss (Bflo.)	O-52	0	0	0	0									
Curtiss (Bflo.)	P-40B & C	0	22	115	176									
Curtiss (Bflo.)	P-40D	0	0	0	0									
Curtiss (Bflo.)	P-40E	0	0	0	0									
TOTAL		0	22	115	176									
Curtiss (Columbus)	A-25	0	0	0	0									
Curtiss (St. Louis)	AT-9	0	0	0	0									
Curtiss (St. Louis)	C-46	0	0	0	0									
TOTAL		0	0	0	0									
Douglas (El Segundo)	A-24	0	0	0	0									
Douglas (Santa Monica)	A-20	0	0	0	0									
Douglas (Santa Monica)	A-20A	7	31	37	39									
Douglas (Santa Monica-Long Beach)	A-20B	0	0	0	0									
Douglas (Santa Monica-Long Beach)	C-47	0	0	0	0									
Douglas (Santa Monica)	C-48	1*	0	0	0									
Douglas (Santa Monica)	C-48A	0	0	0	0									
Douglas (Santa Monica)	C-49	0	0	1*	0									
Douglas (Santa Monica)	C-49A	0	1*	0	0									
Douglas (Santa Monica)	C-49B	0	3*	0	0									
Douglas (Santa Monica)	F-3	0	0	0	0									
Douglas (Santa Monica-Long Beach)	O-53	0	0	0	0									
TOTAL		8	40	38	39									
Fairchild	PT-19	29	1	1*	0									
Fairchild	PT-19A	0	70	51	61									
TOTAL		29	71	52	61									
Lockheed	YP-38	0	0	2	4									
Lockheed	P-38	1	0	0	0									
Lockheed	P-38D	0	0	0	0									
Lockheed	P-38E	0	0	0	0									
TOTAL		1	0	2	4									
Martin	B-26	0	4	10	22									
Martin	B-26A	0	0	0	0									
Martin	B-26B	0	0	0	0									
TOTAL		0	4	10	22									
No. American (Dallas)	AT-6A	0	0	0	52									
No. American (Inglewood)	AT-6A	67	69	64	69									
No. American (Inglewood)	B-25	0	0	0	0									
No. American (Inglewood)	B-25A	0	0	0	0									
No. American (Inglewood)	B-25B	0	0	0	0									
No. American (Inglewood)	B-25C	0	0	0	0									
No. American (Inglewood)	A-27	0	0	0	0									
No. American (Inglewood)	P-64	0	0	1	0									
TOTAL		67	69	65	69									

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Northrop	YP-61	0	0	0	0
Republic	AT-12	3*	0	0	0
Republic	P-35A	6*	0	0	0
Republic	YP-43	1	0	6	1*
Republic	P-47	0	0	0	0
Republic	P-47A	0	0	0	0
Republic	P-47B	0	0	0	0
TOTAL		10	0	6	1
Ryan	PT-21	0	0	0	0
Stearman	PT-13B	9	0	30	30*
Stearman	PT-17	19	52	87	130
Stearman	PT-18	51	0	2*	0
TOTAL		79	52	119	160
Vultee (Downey)	BT-13	68*	0	0	0
Vultee (Downey)	BT-13A	0	0	0	7
Vultee (Downey)	BT-15	1	15	84	118
TOTAL		69	15	84	125
Vultee (Nashville)	O-49	0	2	9	15
Vultee (Nashville)	O-49A	0	0	0	0
TOTAL		0	2	9	15
TOTAL PROJECT		266	298	551	743
NON-PROJECT					
Bell	XP-59	0	0	0	0
Boeing	XB-29	0	0	0	0
Consolidated	XB-32	0	0	0	0
Curtiss (Bflo.)	XP-46	0	0	0	0
Curtiss (Bflo.)	XP-46A	0	0	0	0
Curtiss (Bflo.)	XP-55	0	0	0	0
TOTAL		0	0	0	0
Douglas (Santa Monica)	XB-19	0	0	0	0
Engineering & Research	YO-55	0	0	1*	0
Fleetwings	XBT-12	0	0	0	0
Grumman	XP-50	0	0	0	0
Lockheed	XP-49	0	0	0	0
Lockheed	XP-58	0	0	0	0
Lockheed	XP-38	0	0	0	0
TOTAL		0	0	0	0
Northrop	XP-56	0	0	0	0
Northrop	XP-61	0	0	0	0
TOTAL		0	0	0	0
North American (Inglewood)	XB-28	0	0	0	0
North American (Inglewood)	XB-28A	0	0	0	0
North American (Inglewood)	XP-51	0	0	0	0
TOTAL		0	0	0	0
Platt-Le Page	XR-1	0	0	0	0
Republic	XP-47B	0	0	0	0
Vidal Research	XBT-11	0	0	0	0
Vought-Sikorsky	XR-4	0	0	0	0
Vultee (Downey)	XP-54	0	0	0	0
TOTAL NON-PROJECT		0	0	1	0
GRAND TOTAL		266	298	552	743

* Contract Completed.
1/ Requisitioned from Thailand.
2/ Contract from Fiscal Year 1940 funds completed.
NOTE: Scores 9 Aerial Targets are not included.

CONFIDENTIAL

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
May 13, 1941.

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U. S. ARMY AIR CORPS SA-52

ACCEPTED AIRPLANE DELIVERIES BY MODEL AND BY TYPE

Fiscal Year 1940

Type and Model	Manufacturer	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total
Bomber, Heavy														
B-17D	Boeing	1	2	4	5	5	7	5	0	0	0	0	0	29
B-17B	Boeing	0	0	0	0	0	0	1	4	5	0	0	0	10
Total		1	2	4	5	5	7	6	4	5	0	0	0	39
Bomber, Medium														
B-18A	Douglas	15	14	15	1	0	0	0	0	0	0	0	0	45
B-18A	Douglas	0	0	0	17	8	0	0	0	0	0	0	0	25
B-12A	Douglas	0	0	0	0	4	6	2	1	0	0	0	2	15
B-23	Douglas	0	0	0	1	0	0	0	1	0	1	1	8	14
Total		15	14	15	19	12	6	2	4	0	1	1	8	99
Bomber, Light														
A-19	Vultee	2	1	0	0	0	0	0	0	0	0	0	0	3
XA-21	Stearman	0	0	1	0	0	0	0	0	0	0	0	0	1
XA-22	Martin	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		2	1	2	0	0	0	0	0	0	0	0	0	5
Pursuit, 1-Engine														
P-37	Curtiss	0	0	0	1	10	0	0	0	0	0	0	0	11
XP-39	Bell	0	0	0	0	0	1	0	0	0	0	0	0	1
P-40	Curtiss	0	0	0	0	0	0	0	0	0	0	11	19	30
Total		0	0	0	1	10	1	0	0	0	0	11	19	42
Pursuit, 2-Engine														
XP-38	Lockheed	0	1	0	0	0	0	0	0	0	0	0	0	1
YFM-1	Bell	0	0	0	0	0	0	0	0	2	0	0	5	7
Total		0	1	0	0	0	0	0	0	2	0	0	5	8
Observation, C & D														
O-47B	North American	0	1	0	6	8	8	1	0	0	0	0	0	24
O-47B	North American	0	0	0	1	5	3	33	8	1	0	0	0	50
O-47A	North American	2	2	0	0	0	0	0	0	0	0	0	0	4
Total		2	3	0	7	13	10	34	8	1	0	0	0	78
Transport														
C-39	Douglas	9	9	3	0	0	0	0	0	0	0	0	0	21
C-41A	Douglas	0	0	1	0	0	0	0	0	0	0	0	0	1
C-45	Beech	0	0	0	0	0	0	0	0	1	0	2	3	6
Total		9	9	4	0	0	0	0	0	1	0	2	3	28
Photographic														
F-2	Beech	0	0	0	0	0	1	0	0	2	3	3	4	13
Total		0	0	0	0	0	1	0	0	2	3	3	4	13
Observation, Amphibian														
OA-9	Grumman	3	2	3	1	0	0	0	0	0	0	0	0	9
Total		3	2	3	1	0	0	0	0	0	0	0	0	9
Total Tactical		32	32	28	33	40	25	42	16	11	4	19	39	321
Training, Primary														
PT-13B	Stearman	0	0	0	5	0	15	0	0	5	16	26	33	100
YPT-13	Waco	0	0	13	0	0	0	0	0	0	0	0	0	13
YPT-14	St. Louis	0	0	0	0	0	0	2	8	3	0	0	0	13
YPT-16	Ryan	1	14	0	0	0	0	0	0	0	0	0	0	15
PT-17	Stearman	0	0	0	0	0	0	0	0	0	0	1	4	5
PT-19	Fairchild	0	0	0	0	0	0	9	0	0	1	9	16	35
PT-20	Ryan	0	0	0	0	0	1	5	6	9	9	0	0	30
Total		1	14	13	5	0	16	7	14	17	26	36	53	202
Training, Basic														
BT-13	Vultee	0	0	0	0	0	0	0	0	1	0	0	16	17
NT-14	North American	0	0	0	0	0	0	2	10	24	35	44	53	168
Total		0	0	0	0	0	0	2	10	25	35	44	69	185
Training, Advanced														
BC-3	Vultee	1	0	0	0	0	0	0	0	0	0	0	0	1
AT-6	North American	0	0	0	0	0	0	0	1	20	45	25	3	94
BC-1A	North American	0	0	0	0	9	0	32	19	3	0	0	0	63
BC-1A	North American	0	0	0	9	0	0	0	25	4	0	0	0	29
Total		1	0	0	0	0	0	32	45	27	45	25	3	178
Total Training		2	14	13	5	0	16	41	69	69	106	105	125	565
GRAND TOTAL		34	46	41	38	40	41	83	85	80	110	124	164	886

N.B. Regular Army, Reserves and National Guard airplanes are included in above tabulation.

Mat. Plan. Sec., Mat. Div., Office, Chief of Air Corps, December 10, 1940 (T9B:11A).

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U. S. ARMY AIR CORPS SA-54

ACCEPTED AIRPLANE DELIVERIES BY MODEL AND BY MANUFACTURER

Fisca Year 1940

Manufacturer	Model	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Total
Beech	C-45	0	0	0	0	0	0	0	0	1	0	2	3	6
Beech	F-2	0	0	0	0	0	1	0	0	2	3	3	4	13
Total		0	0	0	0	0	1	0	0	3	3	5	7	19
Bell	XP-39	0	0	0	0	0	1	0	0	0	0	0	0	1
Bell	YFM-1	0	0	0	0	0	0	0	0	2	0	0	5	7
Total		0	0	0	0	0	1	0	0	2	0	0	5	8
Boeing	B-17B	1	2	4	5	5	7	5	0	0	0	0	0	29
Boeing	B-17B	0	0	0	0	0	0	1	4	5	0	0	0	10
Total		1	2	4	5	5	7	6	4	5	0	0	0	39
Curtiss	P-37	0	0	0	1	10	0	0	0	0	0	0	0	11
Curtiss	P-40	0	0	0	0	0	0	0	0	0	0	11	19	30
Total		0	0	0	1	10	0	0	0	0	0	11	19	41
Douglas	B-18A	15	14	15	1	0	0	0	0	0	0	0	0	45
Douglas	B-18A	0	0	0	17	8	0	0	0	0	0	0	0	25
Douglas	B-18A	0	0	0	0	4	6	2	1	0	0	0	0	13
Douglas	B-23	0	0	0	1	0	0	2	1	0	1	4	6	14
Douglas	C-39	9	9	3	0	0	0	0	0	0	0	0	0	21
Douglas	O-46A	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		24	23	19	19	12	6	2	2	0	1	4	6	121
Fairchild	PT-19	0	0	0	0	0	0	0	0	0	1	9	16	26
Total		0	0	0	0	0	0	0	0	0	1	9	16	26
Grumman	OA-9	3	2	3	1	0	0	0	0	0	0	0	0	9
Total		3	2	3	1	0	0	0	0	0	0	0	0	9
Lockheed	XP-38	0	1	0	0	0	0	0	0	0	0	0	0	1
Total		0	1	0	0	0	0	0	0	0	0	0	0	1
Martin	XA-22	0	0	1	0	0	0	0	0	0	0	0	0	1
Total		0	0	1	0	0	0	0	0	0	0	0	0	1
North American	O-47B	0	1	0	6	8	8	1	0	0	0	0	0	24
North American	O-47B	0	0	0	1	5	0	33	8	1	0	0	0	50
North American	O-47A	2	2	0	0	0	0	0	0	0	0	0	0	4
North American	BC-1A	0	0	0	0	0	0	33	12	4	0	0	0	54
North American	BC-1A	0	0	0	0	0	0	0	25	4	0	0	0	29
North American	BT-14	0	0	0	0	0	0	0	10	24	35	34	23	126
North American	AT-6	0	0	0	0	0	0	0	1	20	45	25	3	94
Total		2	3	0	7	13	10	68	63	52	80	59	26	423
Ryan	YPT-16	1	14	0	0	0	0	0	0	0	0	0	0	15
Ryan	PT-20	0	0	0	0	0	1	5	6	9	9	0	0	30
Total		1	14	0	0	0	1	5	6	9	9	0	0	45
St. Louis	YPT-15	0	0	0	0	0	0	2	8	3	0	0	0	13
Total		0	0	0	0	0	0	2	8	3	0	0	0	13
Stearman	XA-21	0	0	1	0	0	0	0	0	0	0	0	0	1
Stearman	PT-13B	0	0	0	5	0	15	0	0	5	16	36	33	100
Stearman	PT-17	0	0	0	0	0	0	0	0	0	0	1	4	5
Total		0	0	1	5	0	15	0	0	5	16	37	37	106
Vultee	A-19	2	1	0	0	0	0	0	0	0	0	0	0	3
Vultee	BT-13	0	0	0	0	0	0	0	0	1	0	0	16	17
Vultee	BC-3	1	0	0	0	0	0	0	0	0	0	0	0	1
Total		3	1	0	0	0	0	0	0	1	0	0	16	21
Waco	YPT-14	0	0	15	0	0	0	0	0	0	0	0	0	15
Total		0	0	15	0	0	0	0	0	0	0	0	0	15
GRAND TOTAL		34	46	41	38	40	41	84	85	80	110	184	164	850

N.B. Regular Army, Reserves and National Guard airplanes are included in above tabulation.

Mat. Plan. Sec., Mat. Div., Office, Chief of Air Corps, December 10, 1940 (TAB:11k).

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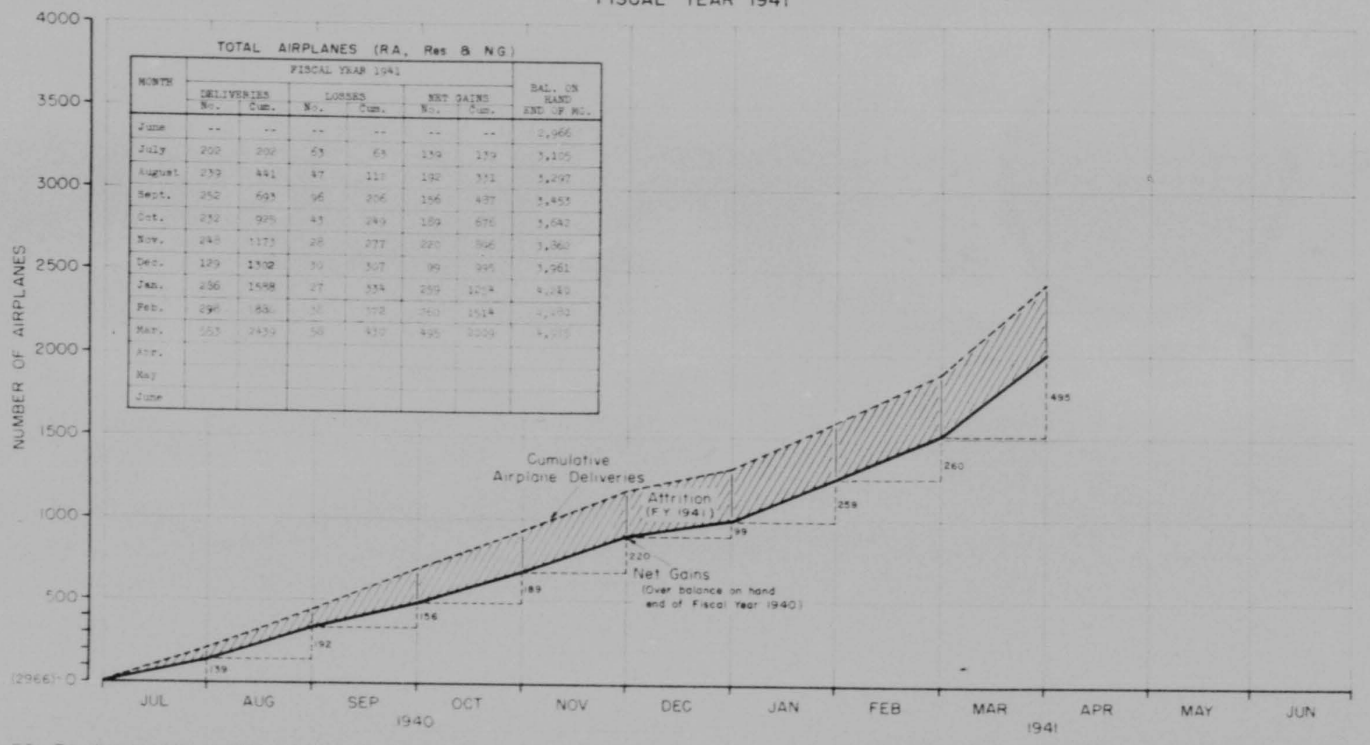
U.S. ARMY AIR CORPS

RM-35

CUMULATIVE DELIVERIES - ATTRITION - NET GAINS BY MONTHLY INCREMENTS
FISCAL YEAR 1941

TOTAL AIRPLANES (R.A., Res & N.G.)

MONTH	FISCAL YEAR 1941 DELIVERIES No.	DELIVERIES Cum.	LOSSES No.	LOSSES Cum.	NET GAINS No.	NET GAINS Cum.	BAL. ON HAND END OF MO.
June	--	--	--	--	--	--	2,966
July	202	202	63	63	139	139	3,105
August	239	441	47	110	192	331	3,297
Sept.	252	693	96	206	156	487	3,453
Oct.	252	945	43	249	189	676	3,642
Nov.	248	1193	28	277	220	896	3,862
Dec.	129	1322	30	307	99	995	3,961
Jan.	256	1578	27	334	259	1254	4,220
Feb.	296	1874	36	370	260	1514	4,480
Mar.	553	2427	58	428	495	2009	4,975
Apr.							
May							
June							



N.B. This chart is subject to slight revision. From time to time airplanes previously reported as condemned (losses) are subsequently picked up in the Daily Airplane Balance Summary, thus necessitating adjustments. These are cases in which it was later determined that it would be economically feasible to overhaul or recondition airplanes previously condemned.

CONFIDENTIAL

STATISTICAL SEC., MAT DIV., OFFICE, CHIEF OF AIR CORPS, APRIL 24, 1941

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ACTUAL AIRPLANE DELIVERIES CLASSIFIED BY CUSTOMER AND TYPE
JANUARY - FEBRUARY 1941

Month	Customer	TACTICAL												TRAINING					
		COMBAT						SERVICE COMBAT											
		Bomber Heavy	Bomber Medium	Bomber Light (Land)	Bomber Light (Sea)	Pursuit (Land)	Pursuit (Sea)	Total Combat	Transport	Observation	Observation Glider	Obsolete Tactical	Total Service Combat	Total Tactical	Primary Trainer	Primary Basic	Primary Advanced	Total Primary	Total Delivered
Jan.	Army	1	18	7	41	1	37	105	1	1	1	1	4	109	135	1	91	227	336
	Navy	-	-	1	-	-	-	1	-	-	-	-	-	1	-	-	-	-	1
	British	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Commercial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	1	18	8	41	1	37	106	1	1	1	1	4	110	135	1	91	227	337
Feb.	Army	15	18	14	46	1	37	131	1	1	1	1	4	135	135	1	91	227	362
	Navy	-	-	1	-	-	-	1	-	-	-	-	-	1	-	-	-	-	1
	British	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Other Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Commercial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	15	18	15	46	1	37	132	1	1	1	1	4	136	135	1	91	227	363
Mar.	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
Apr.	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
May	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
June	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
July	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
Aug.	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
Sept.	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
Oct.	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
Nov.	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
Dec.	Army																		
	Navy																		
	British																		
	Other Foreign																		
	Commercial																		
	TOTAL																		
Total	Army	17	36	22	87	2	74	238	2	2	2	2	8	246	270	2	182	454	700
Total	Navy	-	-	2	-	-	-	2	-	-	-	-	-	2	-	-	-	-	2
Total	British	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	Other Foreign	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	Commercial	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	GRAND TOTAL	17	36	24	87	2	74	240	2	2	2	2	8	248	270	2	182	454	702

The following categories are represented in the above tabulation:

Aircraft Assembly	Glider	Observation	Other
Basic	Curtiss (Buffalo)	Liaison	Gunnery
Bomber	Curtiss (C Series)	Multi	Instrument
Bolo Lakes	Douglas (B-18 Bolo)	Naval Aircraft	Pursuit
Bombay	Douglas (C-47 Skytrain)	North American (Inglewood)	Training
Formation	Engine/Prop and Research	North American (Kansas)	Target
Service	Fighter	Stinson	Visual-Glide/Bomb
Transitional	Pursuit	Vultee	Vultee (Downey)
			Vultee (Nashville)

Note

NOTE: Commercial models having commercial types which are not included in this tabulation.
Trainers are not included in this tabulation.
Experimental models are not included in this tabulation.

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Jol. Fairchild

ACTUAL AIRPLANE DELIVERIES CLASSIFIED BY CUSTOMER AND TYPE

JANUARY-MARCH 1941

RM-32

Month	Customer	TACTICAL: COMBAT: Bomber Heavy	Bomber Medium	Bomber Light 2-eng.	Bomber Light 1-eng.	Pursuit 2-eng.	Pursuit 1-eng.	Total Combat	SERVICE COMBAT: Transport	Observation	Observation Amph.	Unclass. Tactical	Total Service Combat	Total Tactical	TRAINERS: Trainer Primary	Trainer Basic	Trainer Advanced	Total Trainers	UNCLASSIFIED	GRAND TOTAL
Jan.	Army	-	-	7	-	1	10	18	1	-	-	-	1	19	108	69	90	267	-	286
	Navy	-	19	-	51	-	32	102	-	37	-	-	37	139	173	-	7	180	-	319
	British	-	6	109	-	-	193	308	6	-	-	-	6	314	-	-	55	55	-	369
	Other Foreign	-	-	5	2	-	20	25	1	-	-	-	1	26	18	-	-	18	1	45
	Commercial	-	-	-	-	-	-	-	14	-	-	-	14	14	43	-	1	44	44	102
	TOTAL	-	25	119	33	1	257	433	25	37	-	-	62	495	344	69	153	566	45	1,121
Feb.	Army	13	9	31	-	-	28	81	9	2	-	-	11	92	125	15	68	208	-	298
	Navy	-	11	-	36	-	25	72	5	16	-	-	21	93	59	-	33	92	-	185
	British	-	13	105	-	-	149	267	15	-	-	-	15	280	-	-	117	117	-	397
	Other Foreign	-	-	7	23	-	-	30	1	-	-	-	1	31	21	-	16	37	-	68
	Commercial	-	-	-	-	-	-	-	16	-	-	-	16	16	20	-	-	20	63	99
	TOTAL	13	33	143	59	-	202	450	42	18	-	-	60	510	225	15	234	472	63	1,045
Mar.	Army	8	18	37	10	2	138	213	2	9	-	-	11	224	171	84	72	327	-	551
	Navy	-	12	-	55	-	15	82	1	24	-	-	25	107	96	-	21	117	-	224
	British	2	8	125	4	-	47	186	-	-	-	-	-	188	-	-	107	107	-	295
	Other Foreign	-	-	14	-	-	27	41	-	-	-	-	-	41	6	-	18	24	-	65
	Commercial	-	-	-	-	-	-	-	17	-	-	-	17	17	26	-	1	27	66	109
	TOTAL	10	38	176	69	2	227	522	22	33	-	-	55	577	299	84	219	602	66	1,244
Apr.	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
May	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
June	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
July	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
Aug.	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
Sept.	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
Oct.	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
Nov.	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
Dec.	Army																			
	Navy																			
	British																			
	Other Foreign																			
	Commercial																			
	TOTAL																			
Total	Army	21	27	75	13	3	177	312	19	11	-	-	23	335	432	168	230	800	-	1,135
Total	Navy	-	42	-	142	-	72	236	7	77	-	-	84	320	328	-	61	389	-	709
Total	British	2	25	339	4	-	391	761	21	-	-	-	21	782	-	-	279	279	-	1,061
Total	Other Foreign	-	-	24	25	-	47	96	2	-	-	-	2	98	45	-	34	79	1	178
Total	Commercial	-	-	-	-	-	-	-	47	-	-	-	47	47	91	-	2	93	172	312
	GRAND TOTAL	23	94	438	184	3	686	1,405	89	88	-	-	177	1,582	866	168	606	1,640	173	3,395

The following companies are represented in the above tabulation:

Aircraft Research	Culver	Grumman	Ryan	
Beech	Curtiss (Buffalo)	Lockheed	Spartan	
Bell	Curtiss (St. Louis)	Martin	Stearman	
Bellanca	Douglas (El Segundo)	Naval Aircraft	Stinson	
Boeing	Douglas (Santa Monica)	North American (Dallas)	Vega	
Brewster	Engineering and Research	North American (Inglewood)	Vought-Sikorsky	
Cessna	Fairchild	Northrop	Vultee (Downey)	
Consolidated	Fleetwings	Republic	Vultee (Nashville)	
	Waco			

NOTE: Companies making commercial types only are not included in this tabulation.
Spares are not included in this tabulation.
Experimental models are not included in this tabulation.

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Statistical Section, Mat. Div.,
Office, Chief of Air Corps,
April 14, 1941

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U. S. ARMY AIR CORPS SA-48

RECORD OF CONTRACTS FOR PROJECT AIRPLANES
FISCAL YEAR 1941 FUNDS

AS OF NOVEMBER 30, 1940

TYPE & MODEL	MANUFACTURER	JULY, 1940		AUGUST, 1940		SEPTEMBER, 1940		OCTOBER, 1940		NOVEMBER, 1940	
		CALENDAR MONTH	TOTAL TO DATE	CALENDAR MONTH	TOTAL TO DATE	CALENDAR MONTH	TOTAL TO DATE	CALENDAR MONTH	TOTAL TO DATE	CALENDAR MONTH	TOTAL TO DATE
Bombers, Heavy, 4-eng.											
B-17B	Boeing	-	-	277	277	235	512	0	512	0	512
B-24D	Consolidated	-	-	56	56	352	408	0	408	0	408
Total, Heavy Bombers		-	-	333	333	587	920	0	920	0	920
Bombers, Medium, 2-eng.											
B-25	North American	-	-	-	-	963	963	0	963	0	963
B-26A	Martin	-	-	-	-	139	139	0	139	0	139
B-26B	Martin	-	-	-	-	791	791	0	791	0	791
Total, Medium Bombers		-	-	-	-	1,793	1,793	0	1,793	0	1,793
Bombers, Light, 1 & 2-eng.											
A-20(BD-7), 1-eng.	Douglas	-	-	-	-	78	78	0	78	0	78
A-20A(2-eng.)	Douglas	-	-	-	-	-	-	999	999	0	999
Total, Light Bombers		-	-	-	-	78	78	999	1,077	0	1,077
TOTAL BOMBERS		-	-	333	333	2,458	2,791	999	3,790	0	3,790
Pursuit, 1-eng.											
P-39	Bell	-	-	-	-	621	621	0	621	0	621
P-40B	Curtiss	-	-	-	-	324	324	0	324	0	324
P-40D	Curtiss	-	-	-	-	1,110	1,110	0	1,110	0	1,110
P-47B	Republic	-	-	-	-	773	773	0	773	0	773
P-43	Republic	-	-	-	-	54	54	0	54	0	54
P-35A (XP-1)	Republic	-	-	-	-	-	-	-	-	60	60
Total, Pursuit, 1-eng.		-	-	-	-	3,095	3,295	0	3,295	60	3,355
Pursuit, 2-eng.											
P-38B	Lockheed	-	-	410	410	197	607	0	607	0	607
Total, Pursuit, 2-eng		-	-	410	410	197	607	0	607	0	607
TOTAL PURSUIT		-	-	410	410	3,490	3,900	0	3,900	60	3,960
Transport, 2-eng.											
C-18A	Beech	-	-	20	20	0	20	0	20	0	20
C-46	Curtiss	-	-	-	-	200	200	0	200	0	200
C-47	Douglas	-	-	-	-	549	549	0	549	0	549
Total, Transport, 2-eng.		-	-	20	20	749	769	0	769	0	769
Observation, 2-eng.											
O-57	Douglas	-	-	-	-	-	-	775	775	0	775
Total, Observation, 2-eng.		-	-	-	-	-	-	775	775	0	775
Amphibian, 2-eng.											
OA-10 (PBY-5A)	Consolidated	-	-	-	-	-	-	-	-	74	74
Total, Amphibian, 2-eng.		-	-	-	-	-	-	-	-	74	74
TOTAL TACTICAL		-	-	763	763	6,697	7,460	1,774	9,234	134	9,368
Trainers, Primary, 1-eng.											
PT-13B	Stearman	-	-	75	75	0	75	0	75	0	75
PT-17	Stearman	-	-	225	225	1,144	1,369	0	1,369	0	1,369
PT-19A	Fairchild	-	-	100	100	573	673	0	673	0	673
PT-21	Ryan	-	-	100	100	573	673	0	673	0	673
Total, Primary Trainers, 1-eng.		-	-	500	500	2,290	2,790	0	2,790	0	2,790
Trainers, Basic, 1-eng.											
BT-13A	Vultee	-	-	200	200	1,550	1,750	0	1,750	0	1,750
BT-15	Vultee	-	-	300	300	450	750	0	750	0	750
Total, Basic Trainers, 1-eng.		-	-	500	500	2,000	2,500	0	2,500	0	2,500
Trainers, Adv., 1-eng.											
AT-6A	North American	-	-	637	637	0	637	1,610	2,247	0	2,247
AT-12 (2-PA)	Republic	-	-	-	-	-	-	-	-	50	50
Total, Adv. Trainers, 1-eng.		-	-	637	637	0	637	1,610	2,247	50	2,297
Trainers, Adv., 2-eng.											
AT-7	Beech	-	-	67	67	0	67	0	67	0	67
AT-7A	Beech	-	-	150	150	191	341	0	341	0	341
AT-8	Cessna	33	33	0	33	55	55	0	55	0	55
AT-9	Curtiss	-	-	-	-	491	491	0	491	0	491
AT-11	Beech	-	-	150	150	150	150	0	150	0	150
Total, Adv. Trainers, 2-eng.		33	33	217	250	887	1,087	0	1,087	0	1,087
TOTAL TRAINERS		33	33	1,354	1,387	5,177	7,009	1,610	8,619	50	8,669
TOTAL, ALL TYPES		33	33	2,117	2,150	11,819	14,469	3,384	17,853	184	18,037

RECONCILIATION
(F.Y. 1941 Funds)

18,037 Total Airplanes on Contract (Procurements by requisition included - 60 P-35A's, and 50 AT-12's).
604 Airplanes on F.Y. 1941 Program - Contracts not written or approved.
18,641 Airplanes Authorized by Pub. 611, Pub. 667, and Pub. 781.

Mat. Plan. Sec., Mat. Div.,
Office, Chief of Air Corps,
December 16, 1940 [MSB/pbs].

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ESTIMATED AIRPLANE DELIVERIES ON BRITISH CONTRACTS BY MANUFACTURER

RM-52

As of March 31, 1941

Manufacturer	Model	Total No. on Contract	Deliveries To Date	To Be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES														Ahead or Behind Cont. Sch.
					Cal. Yr. 1941									Cal. Yr. 1942					
					Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	
Bell	P-400	170	0	170	55	64	51												-46
Bell	P-400	205	0	205	-	-	33	94	78										0
Bell	P-400	300	0	300	-	-	-	-	8	88	92	80	32						0
TOTAL		675	0	675	55	64	84	94	86	88	92	80	32						-46
Boeing	DB-7B	240	0	240	-	-	-	-	6	11	24	37	38	49	39	36			0
TOTAL		240	0	240	-	-	-	-	6	11	24	37	38	49	39	36			0
Brewster	339E	170	118	52	42	10													-50
Brewster	340	750	0	750	-	2	12	41	70	85	90	90	90	90	90	90			-130
TOTAL		920	118	802	42	12	12	41	70	85	90	90	90	90	90	90			-180
Cessna	T-50	290	0	290	-	6	12	18	24	30	36	72	72						0
Cessna	T-50	200	50	200	33	35	32	30	30	30	10								-10
TOTAL		490	50	490	33	41	44	48	54	60	66	72	72						-10
Consolidated	28-5ME	18	3	15	1	0	1	1	1	4	4	3							-1
Consolidated	28-5ME	36	0	36	-	-	-	-	3	7	7	8	11						0
Consolidated	28-5AME	50	0	50	-	-	-	-	1	4	6	10	19	12	10				0
Consolidated	28-5AME	14	0	14	-	-	-	-	-	-	-	-	-	11	3				0
Consolidated	28-5ME	99	9	90	10	8	10	8	0	0	0	0	4	5					0
Consolidated	28-5ME	40	18	22	15	7													-8
Consolidated	LB-30	139	0	139	-	3	9	14	16	23	23	23	18	10					-14
Consolidated	LB-30B	20	2	18	8	7	3												-18
TOTAL		381	32	349	34	25	28	23	21	38	40	44	45	38	13				-13
Curtiss (Buffalo)	HK-81A	300	0	300	-	96	110	94											0
Curtiss	HK-87A	560	0	560	2	19	46	59	111	132	130	41							0
TOTAL		860	0	860	2	115	156	153	111	132	130	41							0
Douglas (Santa Monica)	DB-7A	99	97	2	2														-2
Douglas	DB-7B	301	0	301	14	20	30	72	92	48									-17
Douglas	DB-7B	240	0	240	-	-	-	-	-	48	96	96							0
TOTAL		640	97	543	16	20	30	72	92	96	96	96							-15
Grumman	Martlett II	100	10	90	5	10	20	20	20	15									0
TOTAL		100	10	90	5	10	20	20	20	15									0
Lockheed	18-07	12	10	2	2														-2
Lockheed	322-61	667	0	667	1	1	3	6	18	37	54	72	104	130	120	121			-139
Lockheed	414	348	71	277	-	-	49	130	98										-91
Lockheed	414	409	135	274	104	104	66												-37
TOTAL		1,436	216	1,220	107	105	118	136	116	37	54	72	104	130	120	121			-289
Martin	167B (XA-22)	150	147	3	3														-3
Martin	187	800	0	400	-	2	0	6	13	25	35	45	55	60	60	60	37		-13
TOTAL		550	147	403	3	2	0	6	13	25	35	45	55	60	60	60	37		-16
N. American (Ingle.)	NA-66	100	0	100	-	35	65												0
N. American	NA-66	400	0	400	-	-	15	80	80	80	80	80	35						0
N. American	NA-66	125	0	125	80	45													0
N. American	NA-73	350	0	350	-	-	5	20	40	60	60	60	60	15					-26
N. American	NA-73	300	0	300	-	-	-	-	-	-	-	-	45	60	60	60	60	15	0
TOTAL		1,299	0	1,299	80	80	100	120	140	140	140	140	95	60	60	60	60	15	-26
Northrop	72	200	0	200	-	-	-	-	5	0	12	16	20	30	35	35	35	12	0
TOTAL		200	0	200	-	-	-	-	5	0	12	16	20	30	35	35	35	12	0
Fitzsimm-Larsen	PA-39	7	0	7	-	2	5												0
TOTAL		7	0	7	-	2	5												0
Vega	37	300	0	300	-	-	1	0	2	5	10	25	55	87	100	15			-1
Vega	37	375	0	375	-	-	-	-	-	-	-	-	-	-	-	85	100	100	90	0
TOTAL		675	0	675	-	-	1	0	2	5	10	25	55	87	100	100	100	100	90	-1
Vought-Sikorsky	V-156-B-1	50	4	46	6	9	10	11	10										-17
TOTAL		50	4	46	6	9	10	11	10										-17
Vultee (Downey)	P-48C	144	1	143	1	4	8	13	20	22	22	23	30						-1
Vultee	V-72	2	0	2	-	2													0
TOTAL		146	1	145	1	6	8	13	20	22	22	23	30						-1
Vultee (Nashville)	V-72	498	0	498	-	-	-	1	2	6	19	39	58	58	67	68	60	67	53	0
TOTAL		498	0	498	-	-	-	1	2	6	19	39	58	58	67	68	60	67	53	0
GRAND TOTAL		9,213	675	8,538	384	501	636	738	770	760	850	820	694	602	584	570	292	194	143	-612
CUMULATIVE TOTAL					384	885	1,521	2,259	3,029	3,789	4,639	5,459	6,153	6,755	7,339	7,909	8,201	8,395	8,538	
TENTATIVE CONTRACTS:																			
Curtiss (Buffalo)	HK-87A	100	0	100	-	-	5	8	38	39	10								0
Curtiss	HK-87A	1,026	0	1,026	-	-	-	-	-	-	50	113	114	256	220	230	43		0
TOTAL		1,126	0	1,126	-	-	5	8	38	39	60	113	114	256	220	230	43		0
Lockheed	414	417	0	417	-	-	-	-	32	23	81	72	78	78	53				0
TOTAL		417	0	417	-	-	-	-	32	23	81	72	78	78	53				0
GRAND TOTAL		1,543	0	1,543	-	-	5	8	70	62	141	185	192	334	273	230	43		0
CUMULATIVE TOTAL					-	-	5	13	83	145	286	471	663	997	1,270	1,500	1,543		

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 16, 1941.

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ESTIMATED AIRPLANE DELIVERIES ON BRITISH CONTRACTS BY TYPE AND BY MANUFACTURER

RM-34

As of March 31, 1941

Type & Manufacturer	Model	Total No. on Contract	Deliveries To Date	To Be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES 1941 Calendar Year Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	1942 Calendar Year Jan.	Feb.	Mar.	Apr.	May	June	Unsched.	Ahead or Behind Contract Schedule
Combat Types																					
Bomber, Heavy (4-eng.)																					
Consolidated	LB-30 and LB-30B	159	2	157	8	10	12	14	16	23	23	23	18	10							
Total		159	2	157	8	10	12	14	16	23	23	23	18	10							-22
Bomber, Medium (2-eng.)																					-22
Consolidated	28-5AM	18	3	15	1	0	1	1	1	4	4	3									
Consolidated	28-5AM	36	0	36	-	-	-	-	3	7	7	8	11								-1
Consolidated	28-5AME	55	0	55	-	-	-	-	1	4	6	10	12	12	10						0
Consolidated	28-5AME	14	0	14	-	-	-	-	-	-	-	-	-	11	3						0
Consolidated	28-5AM	50	2	50	10	13	15	8	0	0	0	-	-	5							0
Consolidated	28-5AM	40	18	22	15	7	-	-	-	-	-	0	4								+2
Martin	187	400	0	400	-	-	2	6	15	25	35	45	55	60	60	60	37				+48
Vega	37	300	0	300	-	-	1	0	2	5	10	25	55	87	100	15					-13
Vega	37	375	0	375	-	-	-	-	-	-	-	-	-	-	-	85	100	100	90		-1
Total		1,297	30	1,267	26	17	17	15	22	45	62	91	137	175	173	160	137	100	90		0
Bomber, Light (2-eng.)																					-5
Boeing	DB-7B	240	0	240	-	-	-	-	6	11	24	37	38	49	39	36					
Douglas (S.M.)	DB-7A	99	97	2	2																
Douglas (S.M.)	DB-7B	321	0	321	14	25	50	72	92	48											-10
Douglas (S.M.)	DB-7B	240	0	240	-	-	-	-	-	48	96	96									-12
Lockheed	414	348	71	277	-	-	49	130	98												0
Lockheed	414	409	135	274	104	104	66														-91
Martin	167B (RA-29)	150	147	3	3																-57
Total		1,787	450	1,337	123	129	165	202	196	107	120	133	38	49	39	36					-5
Bomber, Light (1-eng.)																					-166
Brewster	340	450	0	450	-	2	12	41	70	85	90	90	90	90	90	90					
Brewster	342	200	0	200					(Included in schedule for 450 airplanes - Model 340)												-170
Northrop	73	200	0	200	-	-	-	-	-	-	-	-	-								0
Vought-Sikorsky	V156-B1	50	0	50	6	9	10	11	10												0
Vultee (Downey)	V-72	2	0	2	-	2	-	-	-	-	9	10	12	30	30	35	35	22			-17
Vultee (Nashville)	V-72	498	0	498	-	-	-	1	2	6	19	30	58	58	67	68	60	67	53		0
Total		1,500	4	1,496	6	13	22	53	82	91	121	145	160	178	198	193	95	89	53		0
Pursuit, (2-eng.)																					-147
Lockheed	322-61	667	0	667	1	1	3	6	18	37	54	72	104	130	120	121					
Total		667	0	667	1	1	3	6	18	37	54	72	104	130	120	121					-155
Pursuit, (1-eng.)																					-155
Bell	P-400	170	0	170	55	64	51														
Bell	P-400	205	0	205	-	-	33	94	78												
Bell	P-400	300	0	300	-	-	-	-	8	68	92	80	52								-46
Brewster	339E	172	118	52	42	10	-	-													0
Curtiss (Buffalo)	HS-31A	500	0	500	-	96	110	94													0
Curtiss (Buffalo)	HS-37A	560	0	560	2	19	46	59	111	152	150	41									-58
Grumman	Wildcatt II	100	10	90	5	10	20	20	20	15											0
North American (Inglewood)	NA-73	320	0	320	-	5	20	40	60	60	60	60	15								0
North American (Inglewood)	NA-73	300	0	300	-	-	-	-	-	-	-	-	45	60	60	60	60	15			-26
Vultee (Downey)	P-66	144	1	143	1	4	8	13	20	22	22	23	30								0
Total		2,569	129	2,440	105	208	288	320	297	317	324	204	122	60	60	60	60	15			-1
Total Combat		7,979	613	7,366	269	378	507	610	636	620	704	668	587	602	584	570	292	194	143		-125
Cumulative Total					269	647	1,154	1,764	2,400	3,020	3,724	4,392	4,979	5,581	6,165	6,735	7,027	7,221	7,364		-600
Service Combat Types																					
Transport (2-eng.)																					
Lockheed	18-07	12	10	2	2																
Total		12	10	2	2																-2
Autogiro																					-2
Pitcairn-Larsen	PA-39	7	0	7	-	2	5														
Total		7	0	7	-	2	5														0
Total Service Combat		19	10	9	2	2	5														0
Cumulative Total					2	4	9														-2
Total Tactical		7,998	625	7,373	271	380	512	610	636	620	704	668	587	602	584	570	292	194	143		-602
Cumulative Total					271	651	1,163	1,773	2,409	3,029	3,733	4,401	4,988	5,590	6,174	6,744	7,036	7,230	7,373		
Trainers																					
Training, Advanced (2-eng.)																					
Cessna	T-50	350	50	300	33	35	32	30	30	30	10										
Cessna	T-50	290	0	290	-	6	17	18	24	30	56	72	72								-10
Total		640	50	490	33	41	44	48	54	60	66	72	72								0
Training, Advanced (1-eng.)																					-10
North American	NA-66	100	0	100	-	35	65														
North American	NA-66	450	0	450	-	-	-	15	80	80	80	80	80	35							0
North American	NA-66	125	0	125	80	45															0
Total		675	0	675	80	80	80	80	80	80	80	80	80	35							0
Total Training		1,315	50	1,165	113	121	124	128	134	140	146	152	107								0
Cumulative Total					113	234	358	486	620	760	906	1,058	1,165								-10
Grand Total		9,313	675	8,538	384	501	636	738	770	760	850	820	694	602	584	570	292	194	143		-612
Cumulative Grand Total					384	885	1,521	2,259	3,029	3,789	4,639	5,459	6,153	6,755	7,339	7,909	8,201	8,395	8,538		
Tentative Contracts																					
Bomber, Light																					
Lockheed	414	417	0	417	-	-	-	-	32	23	81	72	78	78	53						
Total		417	0	417	-	-	-	-	32	23	81	72	78	78	53						0
Pursuit (1-eng.)																					0
Curtiss (Buffalo)	HS-37A	100	0	100	-	-	5	8	38	39	10										
Curtiss (Buffalo)	HS-37A	1,025	0	1,025	-	-	-	-	-	-	50	113	114	256	220	230	47				0
Total		1,125	0	1,125	-	-	5	8	38	39	60	113	114	256	220	230	47				0
Total (Tentative Contracts)		1,542	0	1,542	-	-	5	8	70	62	141	185	192	334	273	230	47				0
Cumulative Total							5	13	83	145	286	471	663	997	1,270	1,500	1,547				

Statistical Section, Material Division
Office, Chief of Air Corps
April 16, 1941

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OTHER FOREIGN AIRPLANES ON CONTRACT - DELIVERIES - NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER, MODEL AND CUSTOMER
AS OF MARCH 31, 1941

PM-48

Manufacturer & Model	Customer	Description	Total No. on Contract	Deliveries To Date	To Be Delivered	Manufacturers' Estimated Schedule of Deliveries: Cal. Yr. 1941 Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Cal. Yr. 1942 Jan.	Feb.	Mar.	Apr.	May	June	1943
Brewster																					
339D	N. E. I.	1-Eng. Pursuit	92	18	74	22	10	10	12	20											
340	N. E. I.	1-Eng. Bomber	117	0	117	-	-	-	-	1	5	29	27	21	15	5	5	9			
Total			209	18	117	22	10	10	12	21	5	29	27	21	15	5	5	9			
Consolidated																					
28-5AB	N. E. I.	2-Eng. Bomber	36	0	36	-	-	-	-	2	4	8	10	12							
Total			36	0	36	-	-	-	-	2	4	8	10	12							
Culver																					
L-CA	Brazil	1-Eng. 2 Pl. Mono.	1	0	1	1															
L-PA	Brazil	1-Eng. 2 Pl. Mono.	2	0	2	1	1														
L-CA	Mexico	1-Eng. 2 Pl. Mono.	1	0	1	1															
Total			4	0	4	3	1														
Curtiss (Buffalo)																					
HX-75A-9	Iran	1-Eng. Pursuit	10	9	1	1															
Total			10	9	1	1															
Curtiss (St. Louis)																					
22	N. E. I.	1-Eng. Adv. Tr.	36	34	2	2															
Total			36	34	2	2															
Fairchild																					
F24	Brazil	1-Eng. 4 Pl. Mono.	1	0	1	-	1														
M-62B	Chile	1-Eng. Primary Tr.	25	0	25	6	10	9													
Total			26	0	26	6	11	9													
Lockheed																					
12A	Brazil	2-Eng. Transport	4	0	4	2	1	1													
18	Brazil	2-Eng. Transport	2	0	2	1	0	0	0	0	0	0	0	1							
18	N. E. I.	2-Eng. Transport	20	0	20	1	10	5	6												
Constellation	N. E. I.	4-Eng. Transport	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
10	Peru	2-Eng. Transport	4	0	4	-	1	2	1												
10	Venezuela	2-Eng. Transport	2	0	2	1	1														
Total			36	0	36	5	13	6	7	0	0	0	0	1	0	0	0	0	0	0	4
Stearman																					
A75L3	Philippines	1-Eng. Primary Tr.	12	0	12	12															
Total			12	0	12	12															
Vultee (Downey)																					
V12	China	1-Eng. Bomber	2	0	2	-	2														
Total			2	0	2	-	2														
GRAND TOTAL			371	61	310	51	37	25	19	23	9	37	37	34	15	5	5	9	0	0	4
CUMULATIVE TOTAL						51	88	113	132	155	164	201	238	272	287	292	297	306	306	306	310

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 17, 1941

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DOMESTIC COMMERCIAL RM-46

AIRPLANES ON CONTRACT-DELIVERIES-NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY MANUFACTURER
AS OF FEBRUARY 28, 1941

Manufacturer	Model	Description	Total No. on Contract	Deliveries To Date	To Be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES Cal. Yr. 1941 Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Cal. Yr. 1942 Jan.	Feb.	Mar.	Apr.	May	June	July & After	Unsched.
A. MANUFACTURERS CONCURRENTLY PRODUCING MILITARY AIRCRAFT																							
Bellanca	14-9A	7-Pl. Mono. 1-eng.	26	24	1	1																	
Bellanca	14-9B	7-Pl. Mono. 1-eng.	23	1	22	1	2	2	3	4	4	3	3										
Bellanca	T14-14*	Tr. Prim. 1-eng.	1	0	1	1																	
TOTAL			51	27	24	3	2	2	3	4	4	3	3										
Boeing	A-314	Bomber 4-eng.	12	0	0	1	1	1	1	2													
Cessna	C-145,C-165	Lt.Com'l. 1-eng.	26	20	6	2	2	2															
Cessna	T-50	Tr.Adv. 2-eng.	12	6	6	2	1	1															
Cessna	T-50*	Tr.Adv. 2-eng.	8	7	1	1																	
TOTAL			46	33	13	5	3	3															
Culver	LCA	2-Pl. Mono. 1-eng.	311	49	100	28	32	35	45	19													
Douglas (S.M.)	DC-3	Transport 2-eng.	22	10	12	3	7	4															
Douglas	DC-3	Transport 2-eng.	22	11	11	3	1	2															
Douglas	DC-3	Transport 2-eng.	25	0	25	-	8	6	10	1													
Douglas	DC-3	Transport 2-eng.	22	0	22	-	-	-	-	15	7	7											
Douglas	DC-3	Transport 2-eng.	23	0	23	-	-	-	-	-	7	1	-	-	-	2	3	3	3	3	3	-	17
Douglas	DC-4	Transport 2-eng.	61	0	61	-	-	-	-	-	-	-	-	-	3	2	3	3	3	3	3	41	
TOTAL			177	21	156	10	12	10	10	11	12	8	0	0	3	2	3	3	3	3	3	41	17
Eng. & Research	415-C	Lt. Com'l. 1-eng.	94	50	44	29	15																
Fairchild	F-24	4-Pl. Mono. 1-eng.	7	0	7	1	4																
Fairchild	F-24	4-Pl. Mono. 1-eng.	37	0	37	-	7	7	9	6	8	8	6	2	2								
Fairchild	F-24*	4-Pl. Mono. 1-eng.	8	0	8	-	1																
Fairchild	M-62A(PT-19)	Tr. Prim. 1-eng.	240	0	240	14	14	15	20	25	20	20	20	20	20	49							
Fairchild	M-62A(PT-19)	Tr. Prim. 1-eng.	1	0	1	1																	
TOTAL			318	7	311	21	28	22	29	33	28	28	26	22	22	49							
Fleetwings	33	Tr. Prim 1-eng.	2	0	2	1	1																
Grumman	J4F-1(OA-9)**	Amphib. 2-eng.	8	0	8	-	-	1	3	4													
Grumman	G-44 (OA-9)	Amphib. 2-eng.	20	1	19	3	4	4	4	4													
TOTAL			28	1	27	3	4	5	7	8													
Lockheed	10	Transport 2-eng.	2	0	2	-	-	-	2	2	2	2	1										
Lockheed	12	Transport 2-eng.	14	0	14	-	-	2	2	2	2	2	2	2									
Lockheed	12A	Transport 2-eng.	5	4	1	-	1																
Lockheed	12A***	Transport 2-eng.	1	0	1	-	1																
Lockheed	18	Transport 2-eng.	35	25	10	10																	
Lockheed	18	Transport 2-eng.	74	0	74	2	4	0	2	1	5	7	7	6									
Lockheed	Excalibur	Transport 4-eng.	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
Lockheed	Excalibur A	Transport 4-eng.	80	0	80	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	0	6	73
TOTAL			182	29	153	12	6	2	6	3	9	11	10	8	0	0	0	0	1	0	0	6	77
Stearman	A75L3	Tr. Prim. 1-eng.	4	0	4	4																	
Vega	35	Tr. Prim. 1-eng.	29	1	31	1	2	3	3	3	3												
Vought-Sikorsky	VS-44A	Bomber 2-eng.	3	0	3	-	-	-	-	-	-	-	-	1	0	0	0	1	0	1			
Vultee (Nash.)	SR-10	5-Pl. Mono. 1-eng.	41	37	4	4																	
GRAND TOTAL			1191	265	908	121	130	94	130	97	98	90	59	31	29	51	3	4	4	4	3	47	94
CUMULATIVE TOTAL						121	251	345	475	572	670	760	819	850	879	930	933	937	941	945	948	995	1089
B. OTHER SMALL MANUFACTURERS CURRENTLY PRODUCING COMMERCIAL MODELS																							
Porterfield	LP-65, CP-65,	2-Pl. Mono 1-eng.	347	333	314	37	32	31	46	72	6												
Porterfield	70C	2-Pl. Mono. 1-eng.	27	19	18	2	2	3	3	3	5												
TOTAL			374	342	332	39	34	34	49	75	11												
Rearwin	120	Lt. Com'l. 1-eng.	20	15	5	3																	
Rearwin	9135	3-Pl. Mono. 1-eng.	19	7	12	10	2																
TOTAL			41	22	17	13	2																
Stinson	Voyager	3-Pl. Mono. 1-eng.	107	17	198	65	66	65	63	66	63	63	44										
Waco	RE Cabin	4-Pl. Cabin 1-eng.	8	4	4	2	2																
Waco	RI Cabin	4/5-Pl. Cabin 1-eng.	6	6	0	0																	
Waco	YPT-14*	Mil. Version of Com'l. Airplane	390	290	100	22	15	10	5														
TOTAL			510	260	56	24	17	10	5														
GRAND TOTAL			1436	629	797	131	119	107	117	141	74	63	44										
CUMULATIVE TOTAL						131	250	357	474	615	689	752	796										
GRAND TOTAL, ALL COMPANIES			2627	908	1705	252	249	201	247	238	172	153	103	53	29	51	3	4	4	4	3	47	94
CUMULATIVE TOTAL, ALL COMPANIES						252	501	702	949	1187	1359	1512	1615	1668	1697	1748	1751	1755	1759	1763	1766	1813	1907

* C.A.A.
** Coast Guard
*** N.A.C.A.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
March 15, 1941

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U. S. NAVY

RM - 44

AIRPLANES ON CONTRACT-DELIVERIES-NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY MANUFACTURER
AS OF MARCH 31, 1941

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Model	Description	Total No. on Contract	Deliveries To Date	To be Delivered	1941 Calendar Year									1942 Calendar Year											C.Y. 1943	Unsched.
						Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.		
Beech	GB-2	Land 1-eng. Transport	27	0	27	7	5	5	5	5	1																
Beech	JRB-1	Land 2-eng. Transport	6	0	6	-	-	2	0	0	4																
Beech	JRB-2	Land 2-eng. Transport	15	0	15	2	2	0	2	6	3																
Total			48	0	48	9	7	7	7	11	8																
Bell	XFL-1	Land 1-eng. Pursuit	1	0	1	1																					
Total			1	0	1	1																					
Boeing	XFBB-1	Boat 2-eng. Bomber	1	0	1	-	-	-	-	-	-	-	-	-	1												
Total			1	0	1	-	-	-	-	-	-	-	-	-	1												
Brewster	F2A-2	Land 1-eng. Pursuit	43	42	1	-	1																				
Brewster	SBA-1	Land 1-eng. Bomber	205	0	205	-	-	-	1	0	4	5	8	15	24	25	25	33	33	34							
Brewster	XSBA-1	Land 1-eng. Bomber	1	0	1	1																					
Brewster	F2A-3	Land 1-eng. Pursuit	108	0	108	-	-	24	48	36																	
Total			357	42	315	1	1	24	49	36	4	5	8	15	24	25	25	33	33	34							
Consolidated	PBY-5	Boat 2-eng. Bomber	167	42	125	12	15	15	23	30	14	10	6														
Consolidated	PBY-5A	Amph. 2-eng. Bomber	33	0	33	-	-	-	-	-	7	7	9	10													
Consolidated	PBY-5A	Amph. 2-eng. Bomber	60	0	60	-	-	-	-	-	-	-	-	-	8	6	9	15	16	6							
Consolidated	PB2Y-2	Boat 4-eng. Bomber	5	0	5	2	1																				
Consolidated	PB2Y-3	Boat 4-eng. Bomber	200	0	200	-	-	-	-	-	-	-	-	-	1	3	6	9	12	15	18	21	21	21	21	21	31	
Consolidated	XPB2Y-3	Boat 4-eng. Bomber	1	0	1	-	-	-	-	1																	
Total			466	44	422	14	16	15	23	31	21	17	15	10	9	9	15	24	28	21	18	21	21	21	21	21	31	
Curtiss (Buffalo)	SBC-4	Land 1-eng. Bomber	50	36	14	14																					
Curtiss (Buffalo)	XSBC-1	Land 1-eng. Bomber	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Total			51	36	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Curtiss (Col.)	SB2C-1	Land 1-eng. Bomber	578	0	578	-	-	-	-	-	-	-	-	-	-	-	-	1	14	46	68	75	86	82	0	0	0	206
Curtiss (Col.)	SOC-1	Conv't Observation	233	0	233	-	-	-	-	-	-	-	-	1	5	20	45	55	60	14	33						
Curtiss (Col.)	SOC-2	Conv't Observation	67	0	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	21						
Total			878	0	878	-	-	-	-	-	-	-	-	1	5	20	45	56	74	106	122	75	86	82	0	0	0	206
Curtiss (St. Louis)	SBC-1	Land 1-eng. Adv. Trainer	150	0	150	1	8	20	30	30	30	31															
Total			150	0	150	1	8	20	30	30	30	31															
Douglas (S. D.)	SBD-2	Land 1-eng. Bomber	87	72	15	14	1																				
Douglas (S. D.)	SBD-3	Land 1-eng. Bomber	174	6	168	14	30	17	16	16	16	18	32	9													
Total			261	78	183	28	31	17	16	16	16	18	32	9													
Douglas (S. M.)	BAD-1	Land 2-eng. Transport	30	0	30	-	-	-	-	-	-	2	3	2	6	0	2	3	3	3	6						
Douglas (S. M.)	BAD-2	Land 2-eng. Transport	2	1	1	1																					
Total			32	1	31	1	0	0	0	0	0	2	3	2	6	0	2	3	3	3	6						
Grumman	F4F-3	Land 1-eng. Pursuit	162	15	147	35	40	30	32	10																	
Grumman	F4F-4	Land 1-eng. Pursuit	335	0	335	-	-	-	-	70	40	50	50	50	50	50	25										
Grumman	JRF-4	Amph. 2-eng. Pursuit	10	9	1	1																					
Grumman	XF4F-4	Land 1-eng. Pursuit	1	0	1	1																					
Grumman	JRF-5	Amph. 2-eng. Transport	15	0	15	-	-	-	3	3	3	3	3														
Grumman	J2F-1	Amph. 1-eng. Utility	144	0	144	-	-	-	1	7	12	15	15	15	16	17	17	17	12								
Grumman	TBF-1	Land 1-eng. Bomber	286	0	286	-	-	-	-	-	1	2	3	5	7	10	17	30	30	30	30	30	30	30	30	1	
Grumman	XTBF-1	Land 1-eng. Bomber	2	0	2	-	-	1	1																		
Total			955	24	931	37	40	31	37	40	56	70	71	70	73	77	59	47	42	30	30	30	30	30	30	1	
Lockheed	R-50-3	Land 2-eng. Transport	2	0	2	2																					
Total			2	0	2	2																					
Martin	XPBM-2	Boat 2-eng. Bomber	1	0	1	1																					
Martin	PBM-3	Boat 2-eng. Bomber	300	0	300	-	-	-	-	-	1	0	1	0	3	5	8	12	20	30	30	30	30	30	30	41	
Martin	PBM-3	Boat 2-eng. Bomber	79	0	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	
Martin	XPB2M-1	Boat 4-eng. Bomber	1	0	1	-	-	-	-	1																	
Total			381	0	381	1	0	0	0	1	1	0	1	0	2	5	8	12	20	30	30	30	30	30	30	120	
Naval Aircraft	SBN-1	Land 1-eng. Bomber	30	1	29	-	10	8	5	6																	
Naval Aircraft	NTN-1	Conv't Primary Trainer	166	0	166	-	-	-	-	-	25	50	50	41													
Naval Aircraft	XNTN-1	Land 1-eng. Fr. Trainer	1	0	1	1																					
Naval Aircraft	OSN-1	Conv't Observation	300	0	300	-	-	-	-	-	-	-	-	1	20	40	40	40	40	40	40	39					
Naval Aircraft	N3N-3	Land 1-eng. Fr. Trainer	500	232	268	43	50	50	50	50	25																
Total			997	233	764	44	60	58	55	56	50	50	50	42	20	40	40	40	40	40	40	39					
North American (Dallas)	SNJ-3	Land 1-eng. Adv. Trainer	150	0	150	-	-	-	-	20	20	20	20	20	20	20	10										
Total			150	0	150	-	-	-	-	20	20	20	20	20	20	20	10										
North American (Calif.)	SNJ-2	Land 1-eng. Adv. Trainer	25	24	1	1																					
North American (Calif.)	SNJ-3	Land 1-eng. Adv. Trainer	120	40	80	29	21	20	10																		
Total			145	64	81	30	21	20	10																		
Ryan	NR-1	Land 1-eng. Fr. Trainer	100	0	100	-	14	60	26																		
Total			100	0	100	-	14	60	26																		
Spartan	NP-1	Land 1-eng. Fr. Trainer	201	0	201	2	5	10	17	23	29	31	30	29	25												
Total			201	0	201	2	5	10	17	23	29	31	30	29	25												
Stearman	N2S-2	Land 1-eng. Fr. Trainer	125	0	125	-	-	27	80	18																	
Stearman	N2S-3	Land 1-eng. Fr. Trainer	225	47	178	63	60	13	0	42																	
Total			350	47	303	63	60	40	80	60																	
Vought-Sikorsky	OS2U-2	Conv't Observation	158	81	77	28	40	9																			
Vought-Sikorsky	OS2U-3	Conv't Observation	706	0	706	1	0	41	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	604
Vought-Sikorsky	SB2U-1	Land 1-eng. Bomber	57	13	44	16	16	12																			
Vought-Sikorsky	XTBU-1	Land 1-eng. Bomber	1	0	1	-	-	-	-	1																	
Total			922	94	828	45	56	62	60	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	604
GRAND TOTAL			6,442	665	5,779	338	519	364	410	525	355	342	350	196	185	196	208	215	240	263	246	195	166	163	81	52	151	813

NOTE: - The following models purchased by Navy for Air Corps are not included in the above tabulation:

74 OA-10 (PBY-5A) Consolidated
70 A-24 (SBD-3) Douglas
100 A-25 (SBC-4) Curtiss

Statistical Section, Material Division
Office, Chief of Air Corps
April 18, 1941 -- Revised April 23, 1941.

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U S NAVY

RM-42

AIRPLANES ON CONTRACT - DELIVERIES - NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY TYPE
AS OF MARCH 31, 1941

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Type & Model	Manufacturer	Description	Total No. on Contract	Deliveries to Date	To be Delivered	1941 Calendar Year Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	1942 Calendar Year Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Cal. Yr. 1943	Unscheduled
Patrol Bombing, 4-eng.																												
PBY-5	Consolidated	Boat - 4-eng. Bomber	5	2	3	2	1																					
PBY-6	Consolidated	Boat - 4-eng. Bomber	200	0	200	-	-	-	-	-	-	-	-	-	1	3	6	9	12	15	18	21	21	21	21	31	31	
TOTAL			205	2	203	2	1	0	0	0	0	0	0	0	1	3	6	9	12	15	18	21	21	21	21	31	31	
Patrol Bombing, 2-eng.																												
PBY-5	Consolidated	Boat - 2-eng. Bomber	167	42	125	12	15	15	23	30	14	10	6															
PBY-5A	Consolidated	Amph - 2-eng. Bomber	33	0	33	-	-	-	-	-	7	7	9	10														
PBY-6A	Consolidated	Amph - 2-eng. Bomber	50	0	50	-	-	-	-	-	-	-	-	-	5	6	9	15	16	6								
PBM-1	Martin	Boat - 2-eng. Bomber	300	0	300	-	-	-	-	-	1	0	1	0	2	5	8	12	30	30	30	30	30	30	30	30	41	
PBM-3	Martin	Boat - 2-eng. Bomber	79	0	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	
TOTAL			639	42	597	12	15	15	23	30	22	17	16	10	10	11	17	27	46	36	30	30	30	30	30	30	120	
Torpedo Bombing, 1-eng.																												
TBF-1	Grumman	Land - 1-eng. Bomber	206	0	206	-	-	-	-	-	1	2	3	5	7	13	17	30	30	30	30	30	30	30	30	1		
Scouting Bombing, 1-eng.																												
SBA-1	Brewster	Land - 1-eng. Bomber	207	0	207	-	-	-	1	0	4	3	8	13	24	25	25	33	33	34								
SBC-4	Curtiss (Buffalo)	Land - 1-eng. Bomber	50	36	14	14																						
SBC-4-1	Curtiss (Columbus)	Land - 1-eng. Bomber	578	0	578	-	-	-	-	-	-	-	-	-	-	-	-	1	14	45	68	75	85	82	0	0	0	208
SBD-2	Douglas (E. D.)	Land - 1-eng. Bomber	87	72	15	14	1																					
SBD-3	Douglas (E. D.)	Land - 1-eng. Bomber	174	0	168	14	40	17	16	16	16	18	32	9														
SBN-1	Naval Aircraft	Land - 1-eng. Bomber	30	13	17	12	12	5	5	0																		
SBTC-1	Vought-Sikorsky	Land - 1-eng. Bomber	73	13	60	16	16	12																				
TOTAL			1,179	134	1,045	58	57	37	22	22	20	21	40	22	24	25	25	34	47	79	68	75	85	82	0	0	0	208
Fighting, 1-eng.																												
FF-1	Brewster	Land - 1-eng. Pursuit	43	42	1	-	1																					
F2A-1	Brewster	Land - 1-eng. Pursuit	108	0	108	-	-	24	48	36																		
F4F-3	Grumman	Land - 1-eng. Pursuit	142	15	127	35	40	30	22	10																		
F4F-4	Grumman	Land - 1-eng. Pursuit	330	0	330	-	-	-	-	27	40	30	30	30	30	30	30	25										
TOTAL			648	57	591	35	41	54	80	66	40	30	30	30	30	30	30	25										
Scouting Observation, 1-eng.																												
SOC-1	Curtiss (Columbus)	Conv't Observation	233	0	233	-	-	-	-	-	-	-	-	1	5	20	45	55	50	14	33							
SOC-2	Curtiss (Columbus)	Conv't Observation	67	0	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	21							
TOTAL			300	0	300	-	-	-	-	-	-	-	-	1	5	20	45	55	50	54	54							
Observation Scouting, 1-eng.																												
OSN-1	Naval Aircraft	Conv't Observation	300	0	300	-	-	-	-	-	-	-	-	1	20	40	40	40	40	40	39							
OSU-1	Vought-Sikorsky	Conv't Observation	118	81	37	26	11	-																				
OSVC-1	Vought-Sikorsky	Conv't Observation	706	0	706	3	0	41	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	504	
TOTAL			1,124	81	1,043	29	40	52	60	0	0	0	0	1	20	40	40	40	40	40	39	0	0	0	0	0	504	
Transport, 1 & 2-eng.																												
JRB-1	Beech	Land - 2-eng. Transport	6	0	6	-	-	2	0	0	4																	
JRB-2	Beech	Land - 2-eng. Transport	11	0	11	2	2	0	2	0	5																	
JRD-1	Douglas (D. M.)	Land - 2-eng. Transport	50	0	50	-	-	-	-	-	-	2	7	2	6	0	2	7	7	7	6							
R4D-1	Douglas (D. M.)	Land - 2-eng. Transport	2	1	1	1																						
R7O-1	Lockheed	Land - 2-eng. Transport	2	0	2	2																						
UC-1	Beech	Land - 2-eng. Transport	25	0	25	2	5	5	5	0	1																	
TOTAL			98	1	77	7	7	7	7	11	6	2	7	2	6	0	2	7	7	7	6							
Utility Transport, 2-eng.																												
JRF-4	Grumman	Amph - 2-eng. Transport	10	9	1	1																						
JRF-5	Grumman	Amph - 2-eng. Transport	15	0	15	-	-	-	7	5	3	0	0															
TOTAL			25	9	16	1	0	0	7	5	3	0	0															
Utility, 1-eng.																												
JYP-1	Grumman	Amph - 1-eng. Utility	144	0	144	-	-	-	1	7	12	15	15	15	16	17	17	17	12									
Training Adv. (Scout) 1-eng.																												
SNC-1	Curtiss (St.Louis)	Land - 1-eng. Adv. Tr.	150	0	150	1	8	20	30	30	30	31																
SNJ-1	N.American (Calif)	Land - 1-eng. Adv. Tr.	120	40	80	29	21	20	10																			
SNJ-2	N.American (Calif.)	Land - 1-eng. Adv. Tr.	35	34	1	1																						
SNJ-3	N.American (Dallas)	Land - 1-eng. Adv. Tr.	140	0	140	-	-	-	-	20	20	20	20	20	20	20	20	10										
TOTAL			445	64	381	31	29	40	40	50	50	51	20	20	20	20	20	10										
Training, Primary, 1-eng.																												
NYS-1	Naval Aircraft	Conv't Primary Tr.	666	252	414	47	50	50	50	50	50	50	50	41														
PT-1	Ryan	Land - 1-eng. Primary Tr.	100	0	100	-	14	50	36																			
PT-1	Boeing	Land - 1-eng. Primary Tr.	201	0	201	2	5	11	17	23	29	31	30	29	25													
PT-2	Stearman	Land - 1-eng. Primary Tr.	135	0	135	-	-	27	46	18																		
PT-3	Stearman	Land - 1-eng. Primary Tr.	220	47	173	63	60	15	0	42																		
TOTAL			1,717	299	1,018	108	129	153	175	133	79	81	80	70	25													
TOTAL PROJECT			8,450	665	5,707	285	319	367	409	323	255	242	250	196	184	196	204	215	240	265	240	195	166	165	81	52	151	812
EXPERIMENTAL MODELS																												
Patrol Bombing, 4-eng.																												
XPBY-7	Consolidated	Boat - 4-eng. Bomber	1	0	1	-	-	-	-	1																		
XPBM-1	Martin	Boat - 4-eng. Bomber	1	0	1	-	-	-	-	1																		
TOTAL			2	0	2	-	-	-	-	2																		
Patrol Bombing, 2-eng.																												
XPBB-1	Boeing	Boat - 2-eng. Bomber	1	0	1	1	-	-	-	-	-	-	-	-	1													
XPBM-2	Martin	Boat - 2-eng. Bomber	1	0	1	1																						
TOTAL			2	0	2	1	0	0	0	0	0	0	0	0	1													
Torpedo Bombing, 1-eng.																												
XTBF-1	Grumman	Land - 1-eng. Bomber	2	0	2	-	-	1	1																			
XTBU-1	Vought-Sikorsky	Land - 1-eng. Bomber	1	0	1	-	-	-	-	1																		
TOTAL			3	0	3	-	-	1	1	1																		
Scouting Bombing, 1-eng.																												
XSBCA-1	Brewster	Land - 1-eng. Bomber	1	0	1	1																						
XSBDC-1	Curtiss (Buffalo)	Land - 1-eng. Bomber	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL			2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Fighting, 1 & 2-eng.																												
XFL-1	Bell	Land - 1-eng. Pursuit	1	0	1	1																						
XF4F-4	Grumman	Land - 1-eng. Pursuit	1	0	1	1																						
TOTAL			2	0	2	2																						
Training, Primary, 1-eng.																												
XNS-1	Naval Aircraft	Land - 1-eng. Primary Tr.	1	0	1	1																						
TOTAL EXPERIMENTAL			12	0	12	5	0	1	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
GRAND TOTAL			8,462	665	7,719	290	319	368	410	326	255	242	250	196	185	196	204	215	240	265	240	195	166	165	81	52	151	813

NOTE: The following models purchased by Navy for the Air Corps are not included in the above tabulation:

74 OA-10's (PBY-5A) Consolidated
78 A-24's (SBD-3) Douglas
100 A-25's (SBDC-1) Curtiss

Statistical Sec., Mat. Div., Office, Chief of Air Corps, April 25, 1941.

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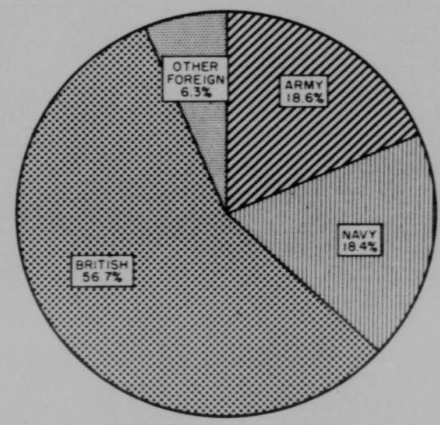
PROPORTION OF ACCEPTED DELIVERIES OF MILITARY AIRCRAFT PRODUCED IN THE UNITED STATES, FOR FEBRUARY 1941 BY CUSTOMER

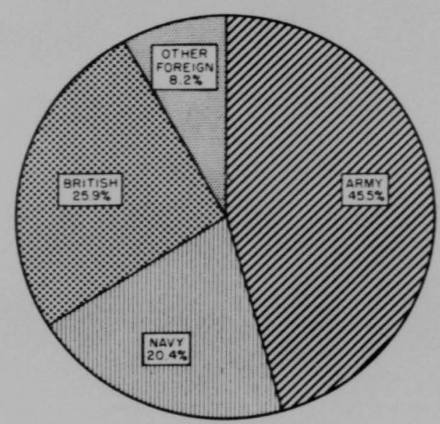
RM-61

TACTICAL AIRCRAFT



Army	92
Navy	91
British	280
Other Foreign	31
TOTAL	494

TRAINING AIRCRAFT



Army	206
Navy	92
British	117
Other Foreign	37
TOTAL	452

STATISTICAL SEC., MAT. DIV., OFFICE, CHIEF OF AIR CORPS, MARCH 19, 1941

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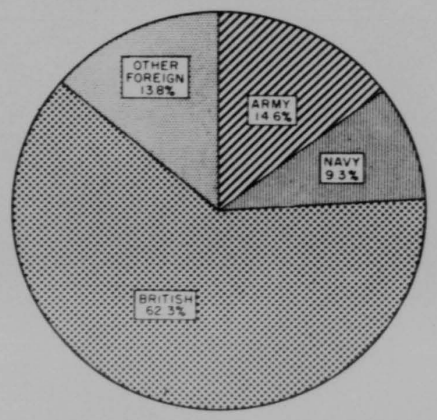
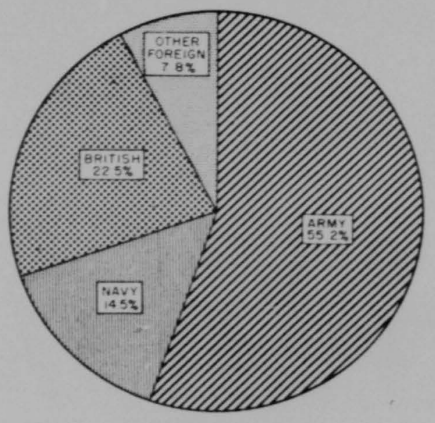
PROPORTION OF ACCEPTED DELIVERIES OF MILITARY AIRCRAFT
PRODUCED IN THE UNITED STATES, 1940
BY CUSTOMER

TACTICAL AIRCRAFT



ARMY	461
NAVY	293
BRITISH	1963
OTHER FOREIGN	435
TOTAL	3152

TRAINING AIRCRAFT



ARMY	1487
NAVY	390
BRITISH	605
OTHER FOREIGN	210
TOTAL	2692

STATISTICAL SEC., MAT DIV.,
OFFICE, CHIEF OF AIR CORPS,
FEBRUARY 27, 1941

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RM-36
Part I

COMPARISON OF ESTIMATED SCHEDULE OF AIRPLANE DELIVERIES - ARMY, NAVY AND BRITISH
CLASSIFIED BY MANUFACTURER AND BY CUSTOMER

AS OF MARCH 31, 1941

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Customer	Delivery Schedule	To Be Delivered	Calendar Year 1941									Calendar Year 1942											C.Y. 1943	Unsched.
				Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.		
Beech	Army	Monthly	568	14	21	40	67	92	109	106	101	22													
		Cumulative		14	35	75	142	234	339	445	546	568													
	Navy	Monthly	44	4	7	7	7	11	8																
		Cumulative		4	11	18	25	36	44																
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	612	18	28	47	74	103	113	106	101	22													
		Cumulative		18	46	93	167	270	383	489	590	612													
Bell	Army	Monthly	684	23	84	54	58	57	56	62	56	61	63	56	52										
		Cumulative		23	107	161	219	276	332	394	450	511	574	630	682										
	Navy	Monthly	0																						
		Cumulative																							
	British	Monthly	675	55	64	84	94	86	88	92	80	32													
		Cumulative		55	119	203	297	383	471	563	643	675													
Total		Monthly	1359	78	148	138	152	143	144	154	136	93	63	56	52										
		Cumulative		78	226	364	516	659	803	957	1093	1186	1249	1305	1357										
Bellanca	Army	Monthly	3	2	1																				
		Cumulative		2	3																				
	Navy	Monthly	0																						
		Cumulative																							
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	3	2	1																				
		Cumulative		2	3																				
Boeing	Army	Monthly	533	21	0	0	0	5	13	23	30	40	40	40	40	40	40	40	40	40	40				
		Cumulative		21	21	21	21	26	38	61	91	131	171	211	251	291	331	371	411	451	491	533			
	Navy	Monthly	0																						
		Cumulative																							
	British	Monthly	240	-	-	-	-	6	11	24	37	38	49	39	36										
		Cumulative		-	-	-	-	6	17	41	78	116	165	204	240										
Total		Monthly	773	21	0	0	0	11	23	49	67	78	89	79	76	40	40	40	40	40	40				
		Cumulative		21	21	21	21	32	55	104	171	249	338	417	493	533	573	613	653	693	733	773			
Brewster	Army	Monthly	0																						
		Cumulative																							
	Navy	Monthly	312	-	1	24	49	36	4	5	8	12	24	25	25	33	33	34							
		Cumulative		-	1	25	74	110	114	119	127	139	163	188	213	246	279	313							
	British	Monthly	802	42	12	12	41	70	85	90	90	90	90	90	90										
		Cumulative		42	54	66	107	177	262	352	442	532	622	712	802										
Total		Monthly	1114	42	13	36	90	106	89	95	98	102	114	115	115	33	33	34							
		Cumulative		42	55	91	181	287	376	469	567	670	784	899	1014	1047	1080	1114							
Cessna	Army	Monthly	51	6	7	7	11																		
		Cumulative		6	13	20	31																		
	Navy	Monthly	0																						
		Cumulative																							
	British	Monthly	490	33	41	44	48	54	60	66	72	72													
		Cumulative		33	74	118	166	220	280	346	418	490													
Total		Monthly	521	39	48	51	59	54	60	66	72	72													
		Cumulative		39	87	138	197	251	311	377	449	521													
Consolidated	Army	Monthly	527	1	5	5	3	5	7	10	13	13	32	51	58	52	43	42	36	36	36	36	36		
		Cumulative		1	6	11	14	19	26	36	49	62	94	145	203	255	298	340	376	412	448	484	520		
	Navy	Monthly	421	14	16	15	23	30	21	17	15	10	9	9	15	24	28	21	18	23	21	21	21	21	31

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	British	Monthly	349	34	25	28	23	21	38	40	44	41	18	13																	
		Cumulative		34	59	87	110	131	169	209	253	294	312	325																	
Total		Monthly	1297	49	46	48	49	56	66	67	72	73	73	73	73	76	73	69	54	57	57	57	21	41							
		Cumulative		49	95	143	192	248	314	381	453	526	599	672	745	827	900	969	1023	1080	1137	1194	1215	1256							
Curtiss (Buf.)	Army	Monthly	2253	165	89	71	89	91	136	148	170	232	67	15	25	50	110	200	300	290											
		Cumulative		165	254	325	407	498	634	776	946	1178	1241	1256	1281	1331	1441	1641	1941	2233											
	Navy	Monthly	14	14																											
		Cumulative		14																											
	British	Monthly	860	2	115	156	153	111	170	110	91																				
		Cumulative		2	117	273	426	537	669	819	860																				
Total		Monthly	4233	181	204	232	243	240	307	332	324	346	312	276	259	97	110	200	300	290											
		Cumulative		181	385	617	860	1100	1407	1739	2063	2409	2721	2997	3256	3353	3463	3663	3963	4253											
Curtiss (Col.)	Army	Monthly	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	
		Cumulative		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	
	Navy	Monthly	878	-	-	-	-	-	-	-	-	1	5	20	45	56	74	105	122	75	85	89	0	0	0	0	0	0	0	196	
		Cumulative		-	-	-	-	-	-	-	-	1	6	26	71	127	201	306	428	503	588	677	677	677	677	677	677	677	677	873	
	British	Monthly	0																												
		Cumulative																													
Total		Monthly	978	-	-	-	-	-	-	-	-	1	5	20	45	56	74	105	122	75	85	89	0	0	0	0	0	0	0	296	
		Cumulative		-	-	-	-	-	-	-	-	1	6	26	71	127	201	306	428	503	588	677	677	677	677	677	677	677	677	973	
Curtiss (St. L.)	Army	Monthly	691	-	-	-	1	3	10	28	58	73	91	32	95	53	15	18	35	26	26	26	26	20							
		Cumulative		-	-	-	1	4	14	42	100	173	264	296	391	444	459	477	512	538	564	590	616	636							
	Navy	Monthly	150	1	8	20	30	30	30	31																					
		Cumulative		1	9	29	59	89	119	150																					
	British	Monthly	0																												
		Cumulative																													
Total		Monthly	841	1	8	20	31	33	40	59	58	73	91	32	95	53	15	18	35	26	26	26	26	20							
		Cumulative		1	9	29	60	93	133	192	250	323	414	446	541	594	609	627	662	688	714	740	766	786							
Douglas (E. S.)	Army	Monthly	78	-	-	16	16	16	16	14																					
		Cumulative		-	-	16	32	48	64	78																					
	Navy	Monthly	183	38	31	17	16	16	16	18	32	9																			
		Cumulative		38	69	86	102	118	134	152	174	183																			
	British	Monthly	0																												
		Cumulative																													
Total		Monthly	261	38	31	33	32	32	32	32	32	9																			
		Cumulative		38	69	102	134	166	198	230	262	271																			
Douglas (S.M.)	Army	Monthly	2447	33	11	18	42	25	17	10	38	40	60	69	105	138	147	202	257	389	300	299	270								
		Cumulative		33	44	62	90	115	132	142	180	220	280	349	454	592	739	941	1198	1587	1887	2186	2456								
	Navy	Monthly	71	1	0	0	0	0	0	2	3	2	6	8	2	3	7	7	6												
		Cumulative		1	1	1	1	1	1	3	6	8	14	14	16	19	22	29	41												
	British	Monthly	647	16	25	50	72	92	90	30	96																				
		Cumulative		16	41	91	163	255	351	447	543																				
Total		Monthly	3071	50	42	92	97	105	106	136	139	62	75	105	150	160	201	260	396	300	299	270									
		Cumulative		50	92	192	289	394	490	626	765	827	902	1007	1157	1317	1518	1778	2174	2474	2773	3043									
Fairchild	Army	Monthly	552	51	50	60	80	80	80	80	71																				
		Cumulative		51	101	161	241	321	401	481	552																				
	Navy	Monthly	0																												
		Cumulative																													
	British	Monthly	0																												
		Cumulative																													
Total		Monthly	552	51	50	60	80	80	80	80	71																				
		Cumulative		51	101	161	241	321	401	481	552																				
Grumman	Army	Monthly	0																												
		Cumulative																													
	Navy	Monthly	928	36	40	30	36	40	56	72	71	70	73	77	59	47	42	30	30	30	30	30	30	1							
		Cumulative		36	76	106	142	182	238	308	379	449	522	599	658	705	747	777	807	837	867	897	927	928							
	British	Monthly	90	5	10	20	20	20	15																						
		Cumulative		5	15	35	55	75	90																						
Total		Monthly	1018	41	50	50	56	60	71	72	71	70	73	77	59	47	42	30	30	30	30	30	30	1							
		Cumulative		41	91	141	197	257	328	398	469	539	612	689	748	795	837	867	897	927	957	987	1017	1018							
Lockheed	Army	Monthly	682	3	6	12	18	26	25	54	72	104	130	120	112																
		Cumulative		3	9	21	39	65	90	144	216	320	450	570	682																
	Navy	Monthly	2	2																											
		Cumulative		2																											
	British	Monthly	1220	107	105	118	136	116	57	54	72	104	130	120	121																
		Cumulative		107	212	330	466	582	639	673	745	849	979	1099	1220																
Total		Monthly	2321	112	111	130	154	174	85	189	216	286	338	290	233																
		Cumulative		112	223	353	507	681	766	955	1171	1457	1795	2085	2321																

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COMPARISON OF ESTIMATED SCHEDULE OF AIRPLANE DELIVERIES ARMY, NAVY AND BRITISH CLASSIFIED BY MANUFACTURER AND BY CUSTOMER

AS OF MARCH 31, 1941

RM-36
Part 2

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Customer	Delivery Schedule	To be Delivered	Calendar Year 1941									Calendar Year 1942											C.Y. 1943	Unfinished
				Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.		
Martin	Army	Monthly	1117	22	38	40	40	45	54	66	75	85	94	103	111	115	115	115							
		Cumulative		22	60	100	140	185	239	304	379	464	558	661	772	887	1002	1117							
	Navy	Monthly	379	-	-	-	-	-	1	0	1	0	2	5	8	12	30	30	30	30	30	30	30	120	
		Cumulative		-	-	-	-	-	1	1	2	2	4	9	17	29	49	79	109	139	169	199	229	259	379	
	British	Monthly	403	3	2	0	6	15	25	35	45	55	60	60	60	37									
		Cumulative		3	5	5	11	26	51	86	131	186	246	306	366	403									
Total		Monthly	1999	25	40	40	46	60	80	100	121	140	156	168	179	164	145	145	30	30	30	30	30	120	
		Cumulative		25	65	105	151	211	291	391	512	652	808	976	1155	1319	1464	1609	1639	1669	1699	1729	1759	1879	
Naval Airc.	Army	Monthly	0																						
		Cumulative																							
	Navy	Monthly	763	43	60	58	55	56	50	50	50	42	20	40	40	40	40	40	40	39					
		Cumulative		43	103	161	216	272	322	372	422	464	484	524	564	604	644	684	724	763					
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	763	43	60	58	55	56	50	50	50	42	20	40	40	40	40	40	40	39					
		Cumulative		43	103	161	216	272	322	372	422	464	484	524	564	604	644	684	724	763					
N. Amer. (Del.)	Army	Monthly	1730	3	10	20	34	38	56	78	100	102	144	166	199	252	248	268	12						
		Cumulative		3	13	33	67	105	161	239	339	441	585	771	970	1222	1470	1738	1750						
	Navy	Monthly	150	-	-	-	-	20	20	20	20	20	20	20	10										
		Cumulative		-	-	-	-	20	40	60	80	100	120	140	150										
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	1880	3	10	20	34	58	76	98	120	142	164	186	209	252	248	268	12						
		Cumulative		3	13	33	67	125	201	299	419	561	725	911	1120	1372	1620	1888	1900						
N. Amer. (Lag.)	Army	Monthly	1286	71	94	105	63	40	41	20	30	50	70	80	90	80	80	90	90	90	63				
		Cumulative		71	165	270	333	373	414	434	464	514	584	664	744	824	904	994	1084	1174	1296				
	Navy	Monthly	81	30	21	20	10																		
		Cumulative		30	51	71	81																		
	British	Monthly	1295	80	85	100	120	140	140	140	140	95	60	60	60	60	15								
		Cumulative		80	165	265	385	525	665	805	945	1040	1100	1160	1220	1280	1295								
Total		Monthly	2662	181	200	225	193	180	181	160	170	145	130	140	140	140	95	90	90	90	63				
		Cumulative		181	381	606	799	979	1160	1320	1490	1635	1765	1905	2045	2185	2280	2370	2460	2550	2613				
Northrop	Army	Monthly	13	-	-	-	-	-	-	-	-	-	1	2	2	3	3	2							
		Cumulative		-	-	-	-	-	-	-	-	-	1	3	5	8	11	13							
	Navy	Monthly	0																						
		Cumulative																							
	British	Monthly	200	-	-	-	-	5	0	12	16	20	30	35	35	35	12								
		Cumulative		-	-	-	-	5	5	17	33	53	83	118	153	188	200								
Total		Monthly	213	-	-	-	-	5	0	12	16	20	31	37	37	38	15	2							
		Cumulative		-	-	-	-	5	5	17	33	53	84	121	158	196	211	213							
Republic	Army	Monthly	911	7	6	10	12	15	13	7	14	17	21	20	6	6	12	20	30	40	50	60	70	86	720
		Cumulative		7	13	23	35	50	63	70	84	101	122	142	148	154	166	186	216	256	306	366	436	521	911
	Navy	Monthly	0																						
		Cumulative																							
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	911	7	6	10	12	15	13	7	14	17	21	20	6	6	12	20	30	40	50	60	70	86	390
		Cumulative		7	13	23	35	50	63	70	84	101	122	142	148	154	166	186	216	256	306	366	436	521	911
Ryan	Army	Monthly	673	23	51	26	108	150	150	165															
		Cumulative		23	74	100	208	358	508	673															
	Navy	Monthly	100	-	14	60	26																		
		Cumulative		-	14	74	100																		
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	773	23	65	86	134	150	150	165															
		Cumulative		23	88	174	308	458	608	773															
Spartan	Army	Monthly	0																						
		Cumulative																							
	Navy	Monthly	201	2	5	10	17	23	29	31	30	29	25												
		Cumulative		2	7	17	34	57	86	117	147	176	201												
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	201	2	5	10	17	23	29	31	30	29	25												
		Cumulative		2	7	17	34	57	86	117	147	176	201												
Stearman	Army	Monthly	1204	151	140	140	100	120	200	200	173														
		Cumulative		151	291	411	511	631	831	1031	1204														
	Navy	Monthly	303	63	60	40	80	60																	
		Cumulative		63	123	163	243	303																	
	British	Monthly	0																						
		Cumulative																							
Total		Monthly	1507	194	200	180	180	180	200	200	173														
		Cumulative		194	394	574	754	934	1134	1334	1507														
Vega	Army	Monthly	0																						
		Cumulative																							
	Navy	Monthly	0																						
		Cumulative																							
	British	Monthly	675	-	-	1	0	2	5	10	25	55	87	100	100	100	100	20							
		Cumulative		-	-	1	1	3	8	18	43	98	185	285	385	485	585	675							
Total		Monthly	675	-	-	1	0	2	5	10	25	55	87	100	100	100	100	20							
		Cumulative		-	-	1	1	3	8	18	43	98	185	285	385	485	585	675							
Vought-Sikorsky	Army	Monthly	0																						
		Cumulative																							
	Navy	Monthly	827	45	56	62	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	604
		Cumulative		45	101	163	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	223	827
	British	Monthly	46	6	9	10	11	10																	
		Cumulative		6	15	25	36	46																	

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ENGINES

MADE BY CHAS. G. SMITH, EXETER.
STYLE GCB-13

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AIRPLANE ENGINE DELIVERIES FOR PRINCIPAL ENGINE MANUFACTURERS CLASSIFIED BY CUSTOMER.
(Army, Navy, British, Other Foreign & Commercial)

RM-25a

	January 1941		February 1941	
	Comp. Units	Equiv. Spares	Comp. Units	Equiv. Spares
Army				
A.C. Installation & Spares*	604	49	1148	56
A.C. Contractor Furnished**	65	0	49	0
Other A.C. (Maint. & Exper.)	1	0	0	0
Ordnance	102	0	131	0
Total Army	772	49	1328	56
Navy	526	41	236	45
British	1189	0	1341	0
Other Foreign	64	8	45	0
Commercial	771	0	542	0
Total	3322	98	3492	101
Cumulative	3322	98	6814	199

* Complete units to be used as spare engines.
** Deliveries to prime contractor.

See Graph (RM-25) for a list of engine manufacturers covered in above tabulation.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, March 17, 1941 (TGB:11k).

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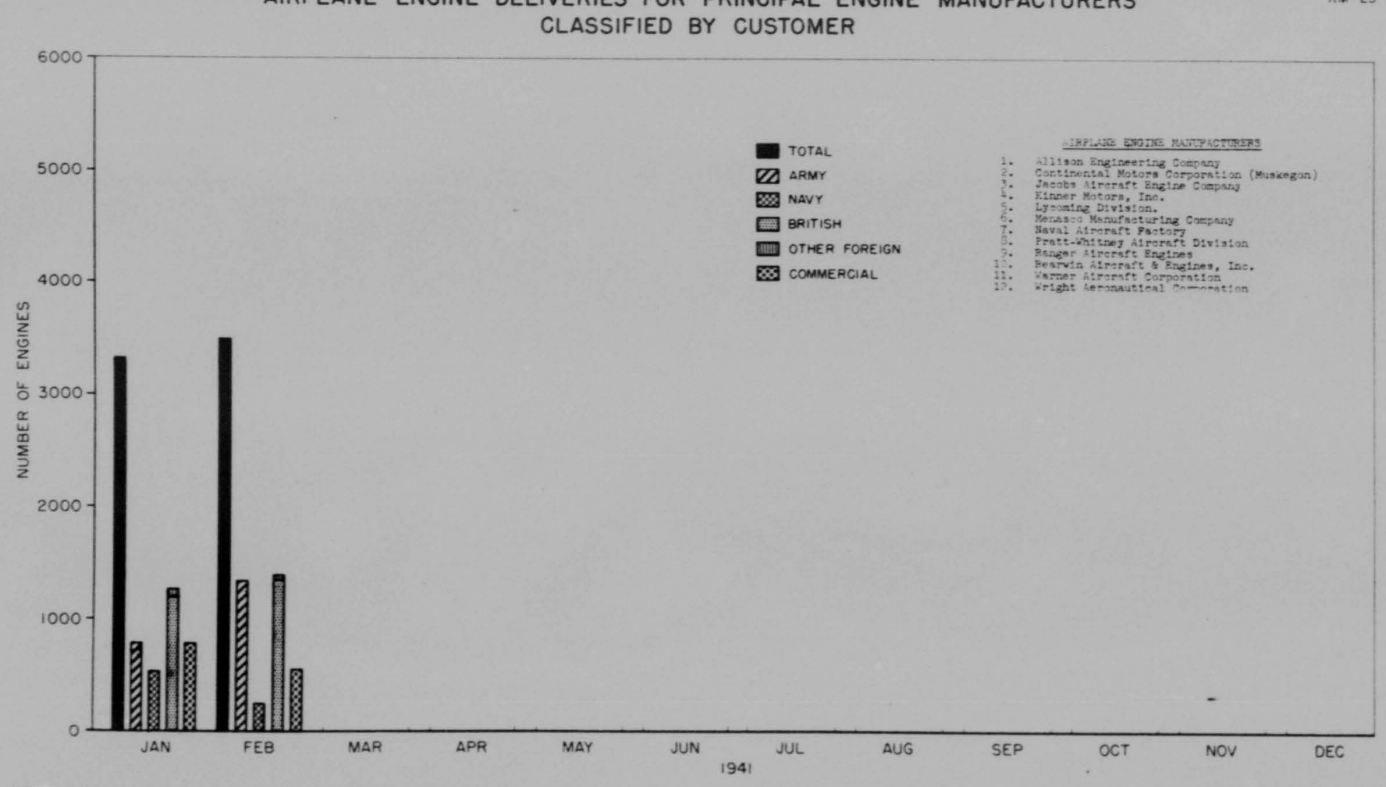
AIRPLANE ENGINE DELIVERIES FOR PRINCIPAL ENGINE MANUFACTURERS
CLASSIFIED BY CUSTOMER

RM-25



NOTE: ARMY INCLUDES A.C. CONTRACTOR FURNISHED AND ORDNANCE ENGINES.
SPARES ARE NOT INCLUDED.

SOURCE: SEC. I, PI. 9.

STATISTICAL SEC., MAT. DIV.,
OFFICE, CHIEF OF AIR CORPS,
MARCH 14, 1941

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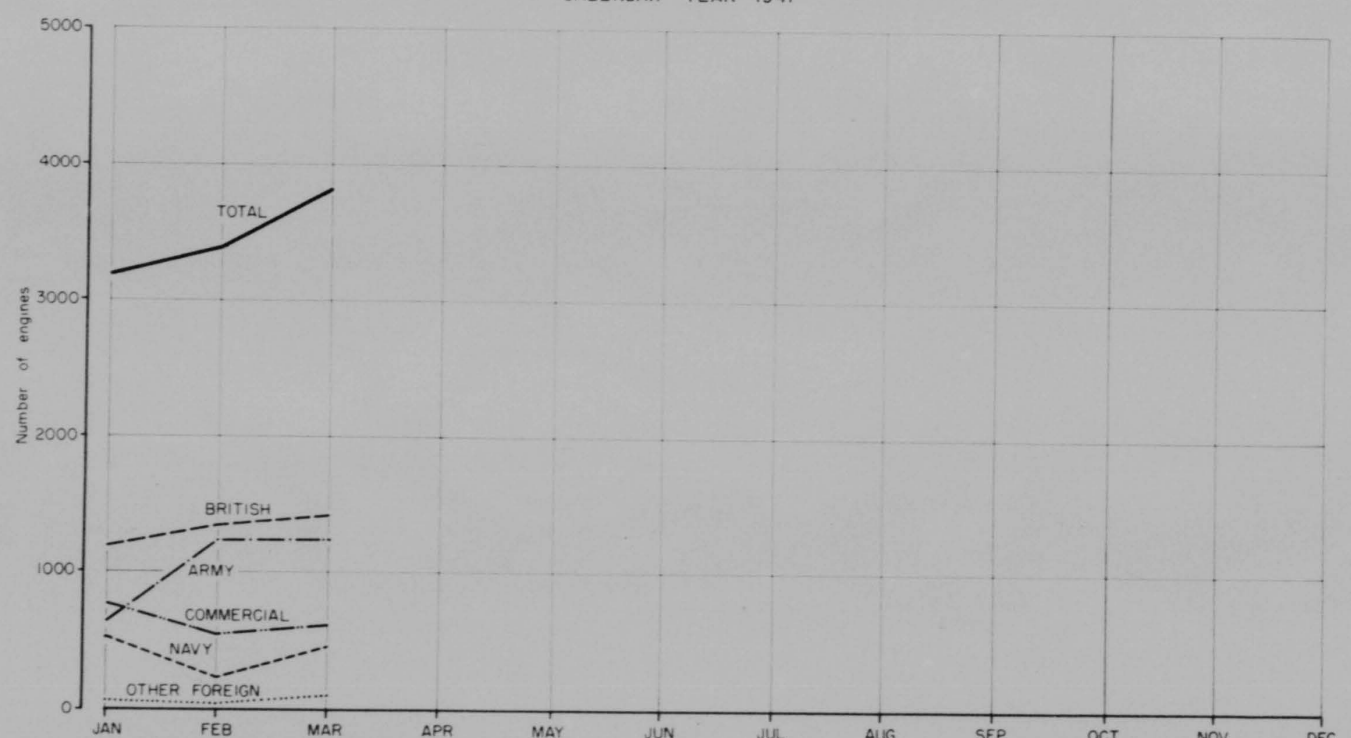
ACTUAL AIRPLANE ENGINE DELIVERIES CLASSIFIED BY CUSTOMER[1]

CALENDAR YEAR 1941

RM-25



[1] Experimental models, spare parts, and ordnance engines are not included. Contractor-furnished engines are included.

Source: RM-56

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STATISTICAL SEC., MAT DIV., OFFICE, CHIEF OF AIR CORPS, APRIL 29, 1941

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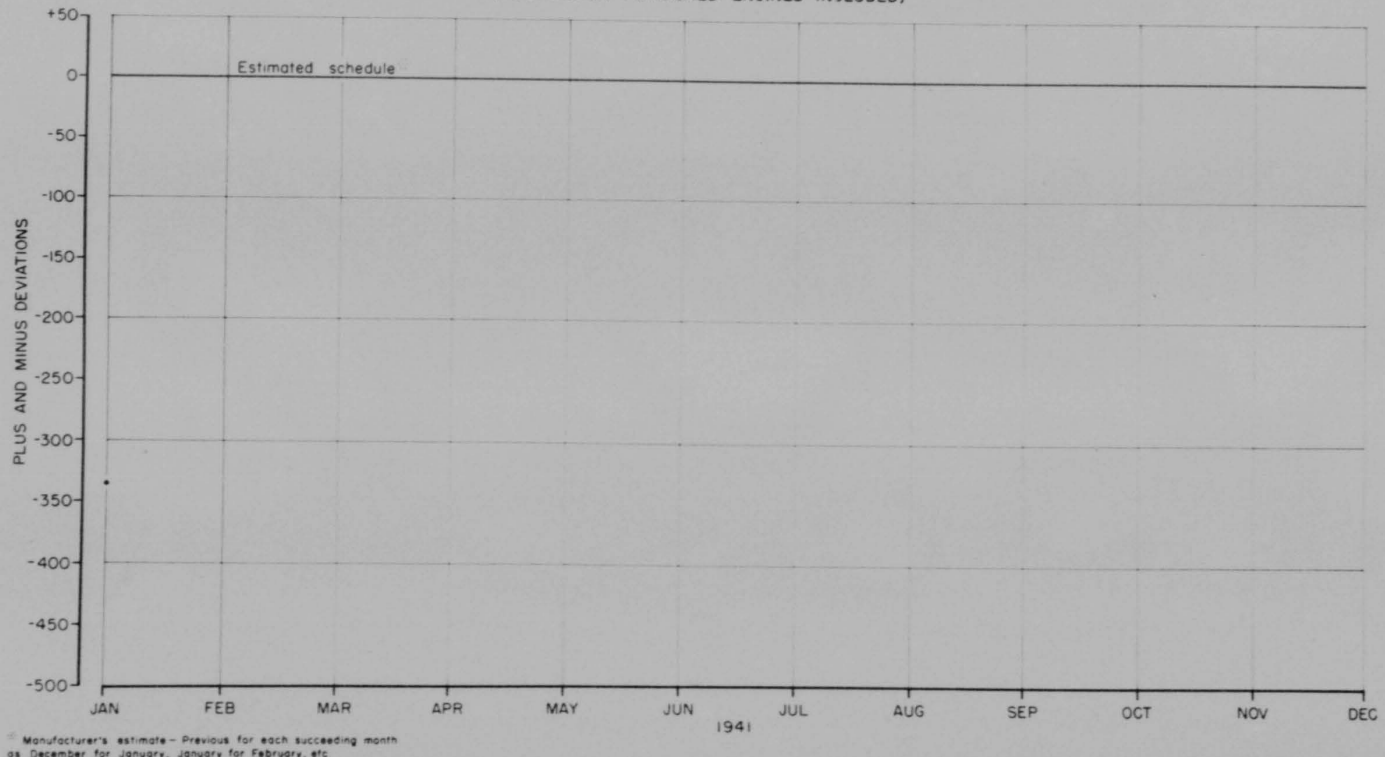
U S ARMY AIR CORPS

RM-29

DEVIATIONS OF ACTUAL AIRPLANE ENGINE DELIVERIES FROM ESTIMATED DELIVERIES

(CONTRACTOR-FURNISHED ENGINES INCLUDED)



* Manufacturer's estimate – Previous for each succeeding month as December for January, January for February, etc

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STATISTICAL SEC., MAT DIV., OFFICE, CHIEF OF AIR CORPS, FEBRUARY 27, 1941

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Col Pinckney

RM-15a

ESTIMATED SCHEDULE OF FUTURE DELIVERIES OF AIRPLANE ENGINES
ON CONTRACT AS OF MARCH 31, 1941
FOR 18 SELECTED COMPANIES

1941	ARMY*	NAVY	BRITISH	OTHER FOREIGN	COMMERCIAL	TOTAL
April	1528	479	1378	91	908	4384
May	1593	470	1400	65	949	4477
June	1935	361	1419	76	996	4787
July	2044	364	1678	31	962	5079
August	2242	421	1735	25	579	5002
September	2594	456	1775	40	547	5412
October	2575	523	2205	22	345	5670
November	2768	486	2221	20	57	5552
December	2957	496	2064	21	37	5575
1942						
January	2833	524	2039	13	48	5457
February	2563	683	2025	-	22	5293
March	2673	700	2027	-	6	5406
April	2578	436	1732	-	26	4772
May	2392	426	1909	-	26	4753
June	2231	407	1879	-	9	4526
July	1678	483	1589	-	2	3952
August	1314	478	1230	-	2	3024
September	1198	326	900	-	2	2426
October	813	265	85	-	2	1165
November	446	231	-	-	-	677
December	382	220	-	-	-	602
After December	1260	211	-	-	-	1471
Unscheduled	2432	1	76	23	536	3068

*Includes Contractor Furnished but not Ordnance engines.

See Graph RM-15 for a list of airplane engine manufacturers shown in above tabulation.

Spares are not included.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 22, 1941

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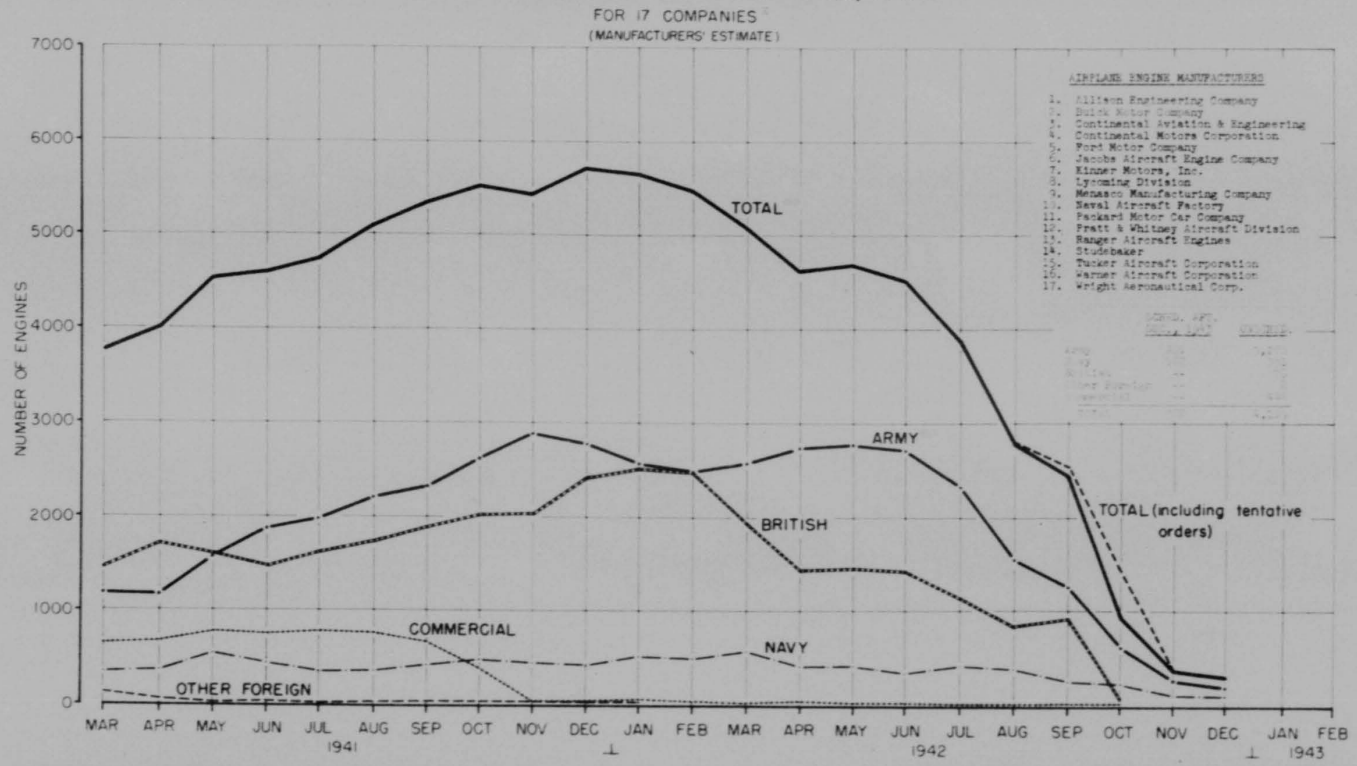
RM-15

ESTIMATED SCHEDULE OF FUTURE DELIVERIES OF AIRPLANE ENGINES ON CONTRACT AS OF FEBRUARY 28, 1941

FOR 17 COMPANIES
(MANUFACTURERS' ESTIMATE)



Naval Aircraft Factory included
Includes contractor furnished engines by Ranger, ordnance engines excluded

SOURCE Sec I, Part 9

STATISTICAL SEC., MAT DIV., OFFICE, CHIEF OF AIR CORPS, MARCH 20, 1941

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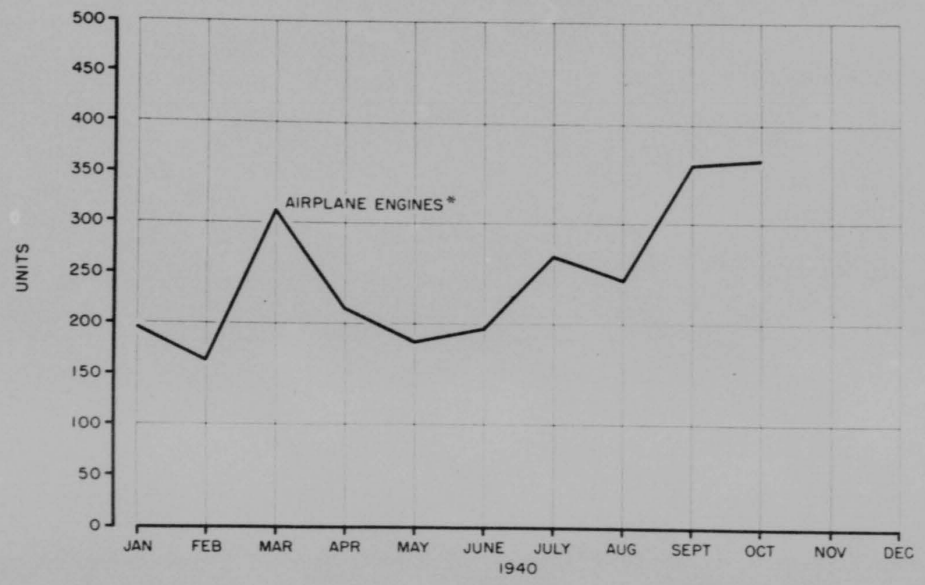
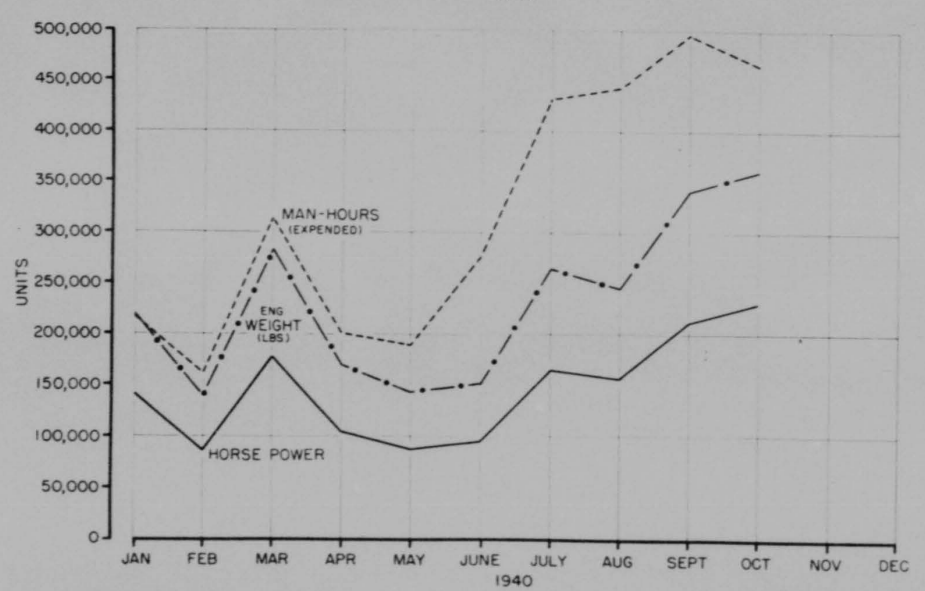
U. S. ARMY AIR CORPS

RM-23

ENGINE DELIVERIES*— MAN-HOURS EXPENDED, ENGINE WEIGHT, AND HORSE POWER**





* INSTALLATION ENGINES (ENGINES ON AIR CORPS CONTRACTS AND CONTRACTOR FURNISHED)
** SEA-LEVEL

MAT. PLAN SEC., MAT. DIV., OFFICE, CHIEF OF AIR CORPS, DEC 2, 1940 (TGB/JOM)

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U. S. ARMY AIR CORPS
ENGINE DELIVERIES* - MAN-HOURS EXPENDED,
ENGINE WEIGHT & HORSE POWER

1940	NO. ENGINES DELIVERED	MAN-HOURS EXPENDED IN PRODUCING	POUNDS OF ENGINE WEIGHT	UNITS OF HORSE POWER (S.L.)
January	197	218,639	220,399	141,009
February	163	163,104	140,221	86,773
March	312	314,050	282,485	177,860
April	213	203,326	170,005	103,790
May	182	191,034	143,161	86,519
June	196	281,617	153,293	96,362
July	267	431,489	264,020	164,655
August	243	443,545	244,806	155,240
September	361	497,340	342,969	212,285
October	365	465,213	359,833	229,975
TOTAL	2,499	3,209,357	2,321,192	1,454,468

* Only installation engines are included in above tabulation, which covers Contractor-furnished engines as well as engines on Air Corps contracts.

Nat. Plan. Sec., Nat. Div.,
Office, Chief of Air Corps,
November 29, 1940 (TGH/pbs).

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U. S. ARMY AIR CORPS RM-16

ENGINE DELIVERIES- MAN-HOURS EXPENDED IN PRODUCING

OCTOBER 1940

MANUFACTURER	MODEL	MAN-HOUR EQUIVALENT	OCTOBER NO.	OCTOBER MAN-HOURS
INSTALLATION ENGINES				
ENGINES ON A. C. CONTRACTS				
Allison	V-1710-33	1500	1	1,500
Allison	V-1710-37	1400	1	1,400
Allison	V-1710-39	6000	79	474,000
Total			81	476,900
Continental	R-670-5	870	40	34,800
Total			40	34,800
Jacobs	R-755-7	970	11	10,670
Total			11	10,670
Lycoming	R-680-5	650	10	6,500
Lycoming	R-1750-11	1500	97	145,500
Total			107	152,000
Pratt & Whitney	R-1830-31*	1900	32	60,800
Pratt & Whitney	R-1830-33	1900	1	1,900
Pratt & Whitney	R-1830-41	1900	1	1,900
Pratt & Whitney	R-1830-47	1900	40	76,000
Pratt & Whitney	R-1830-49	1900	1	1,900
Pratt & Whitney	R-1830-51	1900	1	1,900
Pratt & Whitney	R-1830-53	1900	1	1,900
Pratt & Whitney	R-1830-41	910	1	910
Total			79	
Ranger	L-440-1	800	1	800
Total			1	800
Wright	R-760-11	900	17	15,300
Wright	R-1820-	1400	1	1,400
Wright	R-1820-7**	1400	1	1,400
Wright	R-1820-	1700	1	1,700
Wright	R-1820-11	1700	29	49,300
Total			109	113,100
Total, Engines on A. C. Contracts			330	787,970
CONTRACTOR FURNISHED ENGINES				
Ranger	T-1000-1	900	20	18,000
Total, Contractor Furnished Engines			20	18,000
GRAND TOTAL			350	805,970

* To expedite delivery of engines for B-17C airplanes, 7 engines designated as R-1830-7T, were transferred from a British order.

Nat. Plan Sec., Nat. Div., Office, Chief of Air Corps, November 7th, 1940 (708/phs).

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U.S. ARMY AIR CORPS RM-18

ENGINE DELIVERIES - POUNDS OF ENGINE WEIGHT

OCTOBER 1940

[illegible]				
[illegible]				
[illegible]				
[illegible]				
Total				
Continental				
Total				
Jacobs				
Total				
Lycoming				
Lycoming				
Total				
Pratt & Whitney				
Pratt & Whitney				
Pratt & Whitney				
Pratt & Whitney				
Pratt & Whitney				
Pratt & Whitney				
Pratt & Whitney				
Total				
Ranger				
Total				
Wright				
Wright				
Wright				
Wright				
Wright				
Total				
Total, Engines [illegible]				
[illegible]				
Ranger				
Total, Contractor Furnished Engines				
Grand Total				

* To expedite delivery of engines for B-17's airplanes, 7 engines, designated as R-1820-77, were transferred from a British order.

Mat. Plan. Sec., Mat. Div.,
Office, Chief of Air Corps,
November 29, 1940 (RM/cbl).

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U. S. ARMY AIR CORPS RM-14

ENGINE DELIVERIES - UNITS OF HORSEPOWER

OCTOBER 1940

MANUFACTURER / INSTALLATION ENGINES	MODEL	HORSE POWER (S.L.)	OCTOBER NO.	OCTOBER HORSE POWER (S.L.)
ENGINES ON A. C. CONTRACTS				
Allison	V-1710-37	1200	1	1,200
Allison	V-1710-37	760	1	760
Allison	V-1710-33	680	39	27,720
Total			41	29,680
Continental	R-670-5	200	41	8,200
Total			41	8,200
Jacobs	R-752-7	785	12	9,420
Total			12	9,420
Lycoming	R-680-5	350	12	4,200
Lycoming	R-679-11	350	34	11,900
Total			46	16,100
Pratt & Whitney	R-1535-13-37	550	31	17,050
Pratt & Whitney	R-1535-13	550	1	550
Pratt & Whitney	R-1535-11	1000	1	1,000
Pratt & Whitney	R-1535-13	1050	90	94,500
Pratt & Whitney	R-1535-11	1050	1	1,050
Pratt & Whitney	R-1535-7	1050	1	1,050
Pratt & Whitney	R-1535-7	1050	1	1,050
Pratt & Whitney	R-1535-13	710	1	710
Total			36	59,910
Ranger	L-440-1	520	1	520
Total			1	520
Wright	R-975-11	450	17	7,650
Wright	R-1820-39	1000	80	80,000
Wright	R-1820-37*	1000	1	1,000
Wright	R-1820-7	1000	1	1,000
Wright	R-1820-11	1000	74	74,000
Total			173	164,300
Total, Engines on A. C. Contracts			313	327,930
INSTALLATION FURNISHED ENGINES				
Ranger	L-440-1	170	46	7,820
Total, Contractor Furnished Engines			46	7,820
GRAND TOTAL			359	335,750

* To expedite delivery of engines for B-17C airplanes, 7 engines designated as R-1820-73, were transferred from a British order.

Mat. Plan. Sec., Mat. Div., Office, Chief of Air Corps, November 29, 1940 (TUB/phf).

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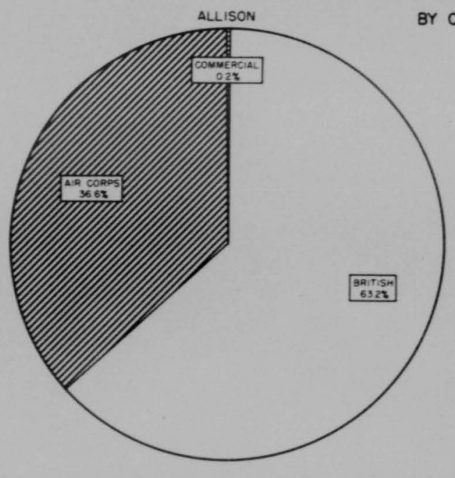
PROPORTION OF ACCEPTED DELIVERIES OF AIRPLANE ENGINES BY CUSTOMER FOR THREE PRINCIPAL ENGINE MANUFACTURERS

JANUARY - FEBRUARY 1941

RM-59

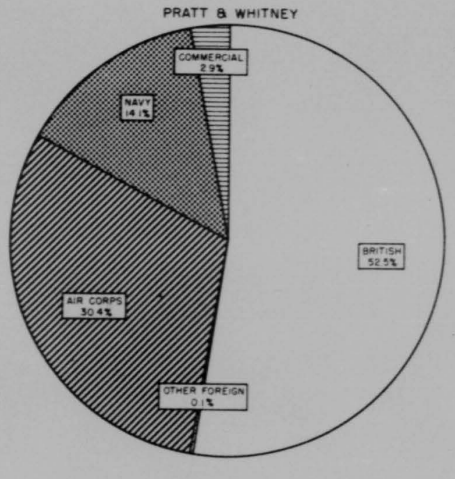
ALLISON



1941

	Jan.	Feb.	Total	%
Air Corps	9	171	184	36.6
Navy	0	0	0	0.0
British	134	184	318	63.2
Commercial	1	0	1	0.2
TOTAL	144	369	503	100.0

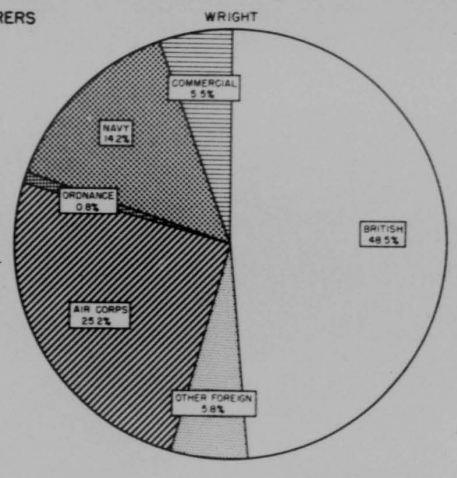
PRATT & WHITNEY



1941

	Jan.	Feb.	Total	%
Air Corps	175	471	604	30.4
Navy	218	63	281	14.1
British	498	544	1042	52.5
Other Foreign	0	1	1	0.1
Commercial	21	37	58	2.9
TOTAL	870	1116	1986	100.0

WRIGHT



1941

	Jan.	Feb.	Total	%
Air Corps	194	224	418	25.2
Ordnance	7	13	13	0.8
Navy	111	84	235	14.2
British	470	424	805	48.5
Other Foreign	58	39	97	5.8
Commercial	46	45	91	5.5
TOTAL	886	826	1659	100.0

Equivalent spares are not included

SOURCE Sec 1, Part 9

STATISTICAL SEC., MAT DIV.
OFFICE, CHIEF OF AIR CORPS,
MARCH 12, 1941 (TSB - JGW)

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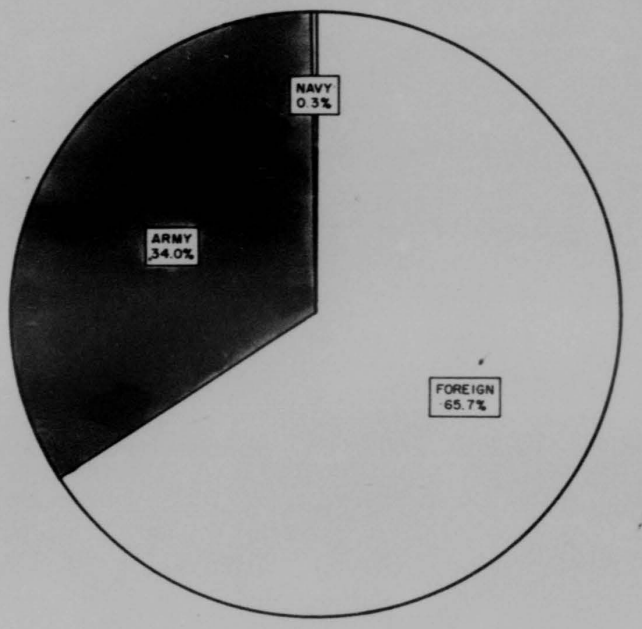
ALLISON ENGINEERING COMPANY RM-57

PROPORTION OF ACCEPTED DELIVERIES OF AIRPLANE ENGINES BY CUSTOMER

January - November 1940 (Inc.)



	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Total	%
Army	5	7	6	7	11	29	60	70	56	44	9	302	34.0
Navy	0	0	1	0	0	1	0	0	1	0	0	3	.3
Foreign	0	0	0	0	1	0	0	0	174	241	167	583	65.7
Commercial	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	5	7	7	7	12	30	60	70	231	285	176	888	100.0

Equivalent spare parts are not included.

Mat. Plan. Sec., Mat. Div., Office, Chief of Air Corps, Dec. 16, 1940 (T88-TLP)

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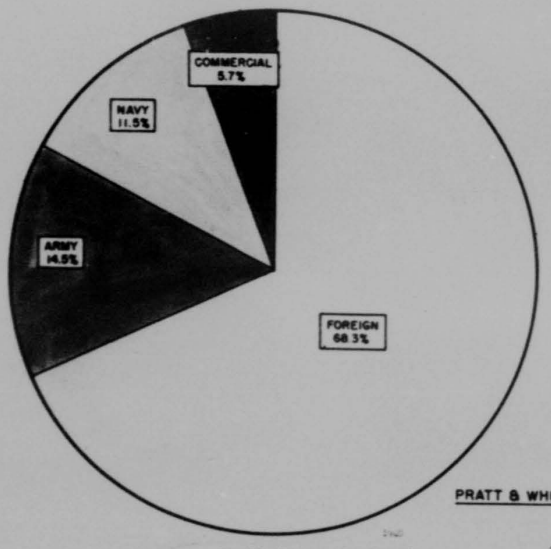
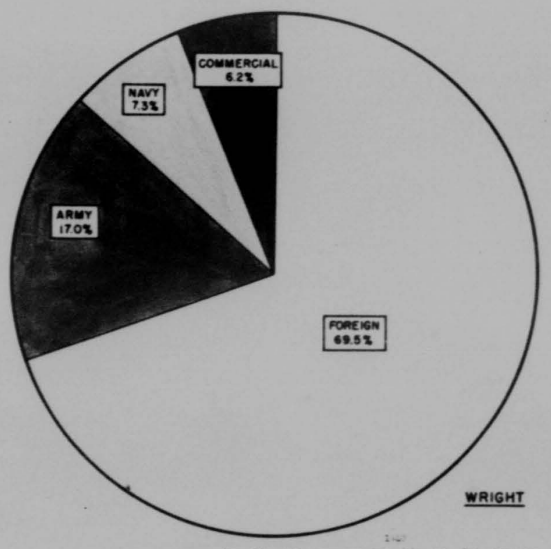
RM-31

PROPORTION OF ACCEPTED DELIVERIES OF AIRPLANE ENGINES BY CUSTOMER FOR TWO PRINCIPAL ENGINE MANUFACTURERS

JANUARY – NOVEMBER 1940 (Inc.)



PRATT & WHITNEY



WRIGHT

1940	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Total	%
Army	37	15	176	12	65	83	10	112	121	95	48	925	14.5
Navy	44	11	37	31	34	62	37	82	84	147	171	735	11.5
Foreign	297	314	235	247	299	479	489	318	473	465	547	4,363	68.3
Commercial	35	37	48	34	18	36	13	31	30	42	34	358	5.7
Total	393	367	504	404	379	647	549	731	713	849	751	6,385	100.0

* Army total includes a small number of engines for Ordnance Department that have been adapted for tank installation.

Equivalent spare parts are not included.

1940	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Total	%
Army	130	42	58	36	29	32	60	52	31	120	122	714	17.0
Navy	31	11	14	12	21	31	16	34	30	52	26	307	7.3
Foreign	94	104	230	211	252	291	235	230	240	308	347	2,922	69.5
Commercial	4	31	12	11	13	11	10	11	15	10	21	259	6.2
Total	259	188	314	270	315	365	321	327	316	490	516	4,202	100.0

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NAT. PLAN SEC., WAT SEC., OFFICE, CHIEF OF AIR CORPS, DEC. 14, 1940 (TSS-JONES)

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SU-24

AIRCRAFT ENGINE FACILITIES - 16 PLANTS

Calendar year, 1941

Productive Floor Space in Square Feet

	Manufacturer	1941 January	February	March	April	May	June	July	August	September	October	November	December	Est. Max. Productive Floor Space
1.	Allison	450,000	450,000	600,000										600,000
2.	Continental Aviation	37,000	37,000	No data										No data
3.	Continental (Detroit)	490,400	490,400	490,000										490,000
4.	Continental (Muskegon)	94,600	94,600	94,600										170,000
4a.	Buick		No Data	No data										1,130,000
5.	Ford	9,600	9,600	10,000										1,000,000
6.	Jacobs	125,000	137,500	137,500										137,500
7.	Kinner	38,000	38,000	38,000										42,000
8.	Lycoming	130,000	130,000	171,170										171,170
9.	Menasco	61,805	61,805	100,000										100,000
10.	Naval Aircraft Factory	No Data	No Data	No data										No data
11.	Packard	466,080	466,080	466,080										1,200,480
12.	Pratt & Whitney	1,077,177	1,066,125	1,066,125										1,214,900
13.	Ranger	69,975	69,975	71,950										137,500
14.	Tucker	No Data	7,000	No Data										No data
15.	Warner	24,000	24,000	24,000										24,000
16.	Wright	1,780,664	1,780,664	1,780,664										4,[illegible]
	GRAND TOTAL	4,981,300	5,130,950	5,190,274										11,401,150
	Monthly Per Cent Change		+7	+1										

Number of Productive Employees

1.	Allison	5,409	5,665	5,840										8,000
2.	Continental Aviation	30	40	No data										No data
3.	Continental (Detroit)	42	67	67										1,750
4.	Continental (Muskegon)	975	980	996										2,000
4a.	Buick		No Data	No data										24,000
5.	Ford	1/	4/	1/										30,000
6.	Jacobs	750	759	771										No data
7.	Kinner	109	109	109										1,450
8.	Lycoming	840	840	860										900
9.	Menasco	550	566	900										1,000
10.	Naval Aircraft Factory	No Data	No Data	No data										No data
11.	Packard	760	515	527										12,000
12.	Pratt & Whitney	8,619	9,357	10,351										14,000
13.	Ranger	700	978	910										1,500
14.	Tucker	2	4	No data										1,000
15.	Warner	68	41	77										No data
16.	Wright	9,053	9,350	9,210										17,[illegible]
	GRAND TOTAL	27,997	29,503	30,781										66,700
	Monthly Per Cent Change		+5	+4										

NOTE: Includes only those engine facilities manufacturing engines for military purposes.

1/ Omitted to Wayne-Ypsi Foundry only.

2/ Estimated Maximum for Wright includes 1,798,000 square feet of floor space and 6,540 productive employees for the new Cincinnati plant.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, April 22, 1942

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ACTUAL AIRPLANE ENGINE DELIVERIES - CLASSIFIED BY CUSTOMER AND

CALENDAR YEAR - 1941

Month	Customer	Allison			Cont. (Det.)		Cont. (Muskegon)			Jacobs					Kinner			Lycoming			Menasco			Naval Air:		Pratt & Whitney						
		V-1400 Series	V-1710 Series	Total	R-975 Series	Total	R-670 Series	A Ser.	Total	R-755 Series	L-4M Series	L-6M Series	Misc.	Total	R-440 Series	B-5 Series	Total	R-680 Series	A-3,B-1 B-2	Total	I-4 Series	G-4 Series	Total	R-760 Series	Total	R-985 Series	R-1340 Series	R-1535 Series	R-1830 Series	R-2800 Series	Total	Total
January	Army Air Corps	0	0	0	0	0	169	0	169	18	0	0	0	18	7/	0	7	70	0	70	6	6	12	0	0	42	72	42	42	42	270	270
	Ordnance	0	0	0	0	0	108	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Navy	0	0	0	0	0	109	0	109	0	0	0	0	0	0	0	0	18	0	18	0	0	0	0	0	0	74	150	0	74	0	298
	British	0	124	124	0	0	0	0	0	0	50	60	0	110	0	50	50	0	0	0	23	0	23	29	29	0	134	0	554	0	688	841
	Other Foreign	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Commercial	0	1	1	0	0	1	254	255	0	0	0	0	0	0	2	2	0	408	408	0	4	4	0	0	0	1	0	18	0	19	23
	Total	0	126	126	0	0	385	254	639	18	50	60	0	128	7	52	59	88	408	496	29	10	39	29	29	42	281	192	614	116	1277	1432
February	Army Air Corps	0	170	170	0	0	180	0	180	17	0	0	0	17	11/	0	11/	71	0	71	0	0	0	0	0	0	245	191	0	0	28	464
	Ordnance	0	0	0	0	0	120	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Navy	0	0	0	0	0	70	0	70	0	0	0	0	0	0	0	0	18	0	18	0	0	0	0	0	0	16	20	0	0	47	83
	British	0	194	194	0	0	0	0	0	0	38	60	0	98	0	36	36	0	0	0	71	0	71	0	0	0	0	179	0	418	0	597
	Other Foreign	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Commercial	0	0	0	0	0	20	347	367	0	0	0	0	0	0	0	0	0	54	54	1	31	32	0	0	0	1	0	26	0	27	59
	Total	0	364	364	0	0	390	347	737	17	38	60	0	115	11	36	47	89	54	143	72	31	103	0	0	0	262	390	0	446	75	1203
March	Army Air Corps																															
	Ordnance																															
	Navy																															
	British																															
	Other Foreign																															
	Commercial																															
	Total																															
April	Army Air Corps																															
	Ordnance																															
	Navy																															
	British																															
	Other Foreign																															
	Commercial																															
	Total																															
May	Army Air Corps																															
	Ordnance																															
	Navy																															
	British																															
	Other Foreign																															
	Commercial																															
	Total																															
June	Army Air Corps																															
	Ordnance																															
	Navy																															
	British																															
	Other Foreign																															
	Commercial																															
	Total																															
TOTAL:	Army Air Corps	0	184	184	0	0	349	0	349	35	0	0	0	35	18	0	18	141	0	141	6	6	12	0	0	42	245	263	42	42	298	934
	Ordnance	0	0	0	0	0	228	0	228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Navy	0	0	0	0	0	179	0	179	0	0	0	0	0	0	0	0	36	0	36	0	0	0	0	0	0	90	170	0	74	47	381
	British	0	318	318	0	0	0	0	0	0	88	120	0	208	0	86	86	0	0	0	94	0	94	29	29	0	134	179	554	418	0	1285
	Other Foreign	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Commercial	0	1	1	0	0	21	601	622	0	0	0	0	0	0	2	2	0	462	462	1	35	36	0	0	0	2	0	44	0	46	82
	TRADE TOTAL	0	504	504	0	0	778	601	1379	35	88	120	0	243	18	88	106	177	462	639	101	41	142	29	29	42	471	612	640	534	391	2772

NOTES: Experimental models and spare parts are not included in this tabulation.

1/ Contractor-furnished engines accepted by Air Corps in airplanes. Includes 99 contractor-furnished engines for January and 71 for February accepted by Air Corps in airplanes

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RM-56

ACTUAL AIRPLANE ENGINE DELIVERIES - CLASSIFIED BY CUSTOMER AND MODEL

CALENDAR YEAR - 1941

	Jacobs				Kinner			Lycoming			Menasco			Naval Air		Pratt & Whitney						Ranger		Rearwin			Warner			Wright					GRAND TOTAL
	L-4/R Series	L-6/R Series	Misc.	Total	R-440 Series	B- Series	Total	R-680 Series	A-6,B-6	Total	C-4 Series	C-6 Series	Total	R-760 Series	Total	R-985 Series	R-1340 Series	R-1535 Series	R-1830 Series	R-2800 Series	Total	L-440 Series	L-770 Series	65 H.P.	100 H.P.	Total	125 H.P.	145 H.P.	165 H.P.	Total	R-700 Series	R-975 Series	R-1300 Series	R-1820 Series	R-1960 Series	Total	
	0	0	0	18	72	0	72	0	0	0	4	0	4	0	0	0	73	0	41	16	130			0	0	0	0	0	0	0	0	19	130	67	0	194	340
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	50	0	89	0	217			0	0	0	0	0	0	0	50	43	108	1	0	202	1,284
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	0	504	0	698			0	0	0	0	0	0	0	0	43	44	0	0	87	54
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18			0	0	0	0	0	0	0	0	0	0	0	0	0	772
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0

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US ARMY AIR CORPS

RM-40

ACTUAL AIRPLANE ENGINE DELIVERIES BY HORSEPOWER AND MANUFACTURER

January - December, 1941, Inc.

HORSEPOWER & MODEL	MANUFACTURER	1941 JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT	OCT.	NOV.	DEC.	TOTAL
ON AIR CORPS CONTRACTS														
Under 250 Horsepower														
L-440-1	Ranger	10												
R-670-5	Continental (Must.)	160												
R-680-9	Lycoming	42												
R-680-11	Lycoming	37												
R-755-7	Jacobs	18												
TOTAL		269												
250 - 499 Horsepower														
R-975-11	Continental (Det.)	0												
R-975-11	Wright	19												
R-985-1	Pratt & Whitney	0												
TOTAL		19												
500 - 749 Horsepower														
R-1340-1 (AS-1)	Pratt & Whitney	59												
R-1340-51	Pratt & Whitney	20												
TOTAL		79												
750 - 999 Horsepower														
V-1710-33	Allison	1												
V-1710-35	Allison	8												
V-1710-37	Allison	0												
V-1710-39	Allison	0												
V-1710-45	Allison	0												
R-1820-32	Wright	0												
R-1820-40	Wright	4												
R-1830-39	Pratt & Whitney	5												
TOTAL		18												
1000 - 1499 Horsepower														
V-1650-1	Packard	0												
V-1710-27	Allison	0												
V-1710-29	Allison	0												
R-1820-65	Wright	0												
R-1820-65-75	Wright	128												
R-1820-69	Wright	0												
R-1830-73	Pratt & Whitney	2												
R-1830-41	Pratt & Whitney	18												
R-1830-43	Buick	0												
R-1830-49	Pratt & Whitney	0												
R-1830-45	Pratt & Whitney	16												
R-1830-50	Pratt & Whitney	0												
R-2600-11	Wright	0												
R-2600-7	Ford	0												
R-2800-5	Pratt & Whitney	10												
R-2800-7	Pratt & Whitney	0												
TOTAL		176												
1500 Horsepower & Over														
R-2600-7	Wright	12												
R-2600-9	Studebaker	0												
R-2600-9	Wright	31												
R-2600-21	Ford	0												
TOTAL		43												
TOTAL ON A/C CORPS CONTRACTS		604												
CUMULATIVE TOTAL		604												
CONTRACTOR-FURNISHED*														
Under 250 Horsepower														
L-440-1	Ranger	55												
R-440-1	Kinner	10												
R-440-7	Kinner	0												
TOTAL		65												
TOTAL CONTRACTOR-FURNISHED		65												
CUMULATIVE TOTAL		65												
EXPERIMENTAL														
XV-3420-1	Allison	0												
XI-1430-1	Continental Avia.	0												
XI-1430-5	Continental Avia.	0												
XI-1430-5	Continental Avia.	0												
XI-1430-5	Continental Avia.	0												
XR-2800-11	Pratt & Whitney	0												
XR-2800-13	Pratt & Whitney	0												
XR-2800-15	Pratt & Whitney	0												
XR-2800-17	Pratt & Whitney	1												
XI-510-1	Tucker	0												
XR-2160-1	Wright	0												
TOTAL		1												
TOTAL EXPERIMENTAL		1												
CUMULATIVE TOTAL		1												
GRAND TOTAL		670												
CUMULATIVE TOTAL		670												

* Accepted by prime contractor.

CONFIDENTIAL

Statistical Sec., Mat. Div., Office, Chief of Air Corps, March 3, 1941 (JPF/gpb).

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Col Fairchild

U. S. ARMY AIR CORPS

AW-58

ACCEPTED AIRPLANE ENGINE DELIVERIES BY MANUFACTURER AND MODEL

CALENDAR YEAR 1941

MANUFACTURER	MODEL	1941 JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT	OCT.	NOV.	DEC.	TOTAL
AIR CORPS CONTRACTS														
Allison	V-1710-27	0	1	0										
Allison	V-1710-39	0	0	1										
Allison	V-1710-45	1	167	243										
Allison	V-1710-51	0	3	6										
Allison	V-1710-53	0	1	0										
Allison	V-1710-59	0	1	7										
TOTAL		1	173	257										
Buick	R-1820-A3	0	0	0										
Continental (Detroit)	R-975-11	0	0	0										
Continental (Muskegon)	R-670-5	169	190	180										
Ford	R-2800-5	0	0	0										
Ford	R-2800-21	0	0	0										
TOTAL		0	0	0										
Jacobs	R-755-7	15	17	15										
Kinner	R-440-1	0	0	0										
Kinner	R-440-3	0	0	0										
TOTAL		0	0	0										
Lycoming	R-680-9	42	37	143										
Lycoming	R-680-11	30	34	14										
TOTAL		72	71	154										
Packard	V-1650-1	0	0	0										
Pratt & Whitney	R-985-1	0	143	141										
Pratt & Whitney	R-1340-1 (AR-1)	59	130	150										
Pratt & Whitney	R-1340-51	20	55	17										
Pratt & Whitney	R-1830-33	0	0	0										
Pratt & Whitney	R-1830-39	0	0	0										
Pratt & Whitney	R-1830-41	18	9	0										
Pratt & Whitney	R-1830-45	0	0	0										
Pratt & Whitney	R-1830-47	26	0	0										
Pratt & Whitney	R-1830-49	0	0	0										
Pratt & Whitney	R-2800-5	15	98	61										
Pratt & Whitney	R-2800-7	0	0	0										
TOTAL		138	435	387										
Ranger	L-440-1	10	10	20										
Studebaker	R-2600-9	0	0	0										
Wright	R-975-11	19	47	25										
Wright	R-1820-49	0	0	0										
Wright	R-1820-65	0	0	0										
Wright	R-1820-65-73	125	226	83										
Wright	R-1820-71	0	0	10										
Wright	R-1820-77	0	0	8										
Wright	GR-1820-G102A	4	2	6										
Wright	R-2600-7	10	72	77										
Wright	R-2600-9	33	79	77										
Wright	R-2600-11	0	1	77										
Wright	R-3350-1	0	0	0										
Wright	R-3350-9	0	0	0										
Wright	R-3350-13	0	0	0										
Wright	R-3350-15	9	0	0										
TOTAL		194	394	471										
TOTAL AC AIR CORPS CONTRACTS		604	1,148	1,175										
CUMULATIVE TOTAL		604	1,752	2,927										
CONTRACTOR-FURNISHED a/														
Kinner	R-440-1	0	0	2										
Kinner	R-440-3	10	0	37										
TOTAL		10	0	39										
Ranger	L-440-1	50	43	52										
Ranger	XV-770-1/b/	5	0	3										
TOTAL		55	43	55										
TOTAL CONTRACTOR-FURNISHED		65	43	94										
CUMULATIVE TOTAL		65	108	202										
TOTAL PROJECT		669	1,191	1,269										
CUMULATIVE TOTAL		669	1,956	3,129										
EXPERIMENTAL														
Allison	XV-1710-39	0	0	0										
Allison	XV-1820-1	0	0	0										
TOTAL		0	0	0										
Continental Aviation	XI-1430-1	0	0	0										
Continental Aviation	XI-1430-5	0	0	0										
Continental Aviation	XI-1430-9	0	0	0										
TOTAL		0	0	0										
Pratt & Whitney	XR-2800-11	0	0	1										
Pratt & Whitney	XR-2800-13	0	0	0										
Pratt & Whitney	XR-2800-15	0	0	1										
Pratt & Whitney	XR-2800-17	1	0	0										
TOTAL		1	0	2										
Wright	XR-1820-69	0	0	0										
Wright	XR-3350-1	0	0	0										
TOTAL		0	0	0										
TOTAL EXPERIMENTAL		1	0	2										
CUMULATIVE TOTAL		1	1	3										
GRAND TOTAL		670	1,191	1,271										
CUMULATIVE TOTAL		670	1,861	3,132										

a/ Accepted by prime contractor for ultimate delivery to Air Corps (formal A. C. acceptance when Air Corps accepts airplanes in which contractor-furnished engines are installed).

b/ Experimental model.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 25, 1941.

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U. S. ARMY AIR CORPS

ENGINES ON CONTRACT-DELIVERIES-NUMBER TO BE DELIVERED-ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER AND MODEL

AS OF FEBRUARY 28, 1941

RM-54

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Model	Total No. on Contract	Deliveries To Date	To Be Delivered	1941 Cal. Yr. Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	1942 Cal. Yr. Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	O.T. 1941	Unsched.	Ahead or Behind Contract Schedule
Allison	V-1710-27	89	5	84	6	13	35	30																					-34
Allison	V-1710-37	342	0	342	-	-	-	26	38	50	60	75	80	80	80	80	80	80	80	33									-34
Allison	V-1710-29	88	4	84	7	13	35	29																					2
Allison	V-1710-39	845	0	845	-	-	-	27	38	50	60	75	80	80	80	80	80	80	80	33									+2
Allison	V-1710-33	437	167	270	209	61																							-20
Allison	V-1710-35	81	14	67	15	2	0	7	2	15	30																		
Allison	V-1710-55	869	0	869	-	25	66	66	73	80	45	66	65	65	66	66	66	66	61										-19
Allison	V-1710-59	475	3	472	7	20	45	48	55	46	56	54	46	45	25	25													0
Allison	V-1710-59	700	3	700	-	-	-	9	15	15	55	140	200	190	75	31													
TOTAL		4,425	191	4,234	244	132	175	234	214	265	286	412	470	460	325	281	225	225	221	66									-211
Buick	B-1830-43	2,000	0	2,000	-	-	-	-	1	9	30	70	110	160	180	180	180	180	180	180	180	180	180	180					0
TOTAL		2,000	0	2,000	-	-	-	-	1	9	30	70	110	160	180	180	180	180	180	180	180	180	180	180					0
Continental(Detroit) R-975-11		1,500	0	1,500	-	10	30	45	150	300	300	300	300	65															0
TOTAL		1,500	0	1,500	-	10	30	45	150	300	300	300	300	65															0
Continental (Muskegon) R-670-5		2,012	140	1,862	126	120	162	170	167	171	200	180	215	190	161														+140
TOTAL		2,012	140	1,862	126	120	162	170	167	171	200	180	215	190	161														+140
Ford	R-2800-5	3,192	0	3,192	-	-	-	-	22	42	84	184	286	330	315	300	330	330	315	330	345	315	315	330	64				0
Ford	R-2800-21	1,044	0	1,044	(Included in schedule for R-2800-5)																								
TOTAL		4,236	0	4,236	-	-	-	-	22	42	84	184	286	330	315	300	330	330	315	330	345	315	315	330	64				0
Jacobs	R-755-7	75	22	53	20	20	13																						-53
TOTAL		75	22	53	20	20	13																						-53
Kinner	R-440-1	8	0	8	8																								0
Kinner	R-440-3	25	0	25	-	-	5	5	10	0	0	0	7																0
TOTAL		33	0	33	8	0	5	5	10	0	0	0	7																0
Lycoming	R-680-9	187	168	19	16	14																							
Lycoming	R-680-9	5,369	364	5,005	118	115	142	142	142	164	164	164	164	164	164	165	200	200	200	200	200	159							-209
Lycoming	R-680-11	366	144	122	5	55	22	22	22																				-16
TOTAL		5,922	676	5,146	139	184	164	164	164	164	164	164	164	164	164	165	200	200	200	200	200	159							-225
Packard	V-1650-1	3,000	0	3,000	1	1	1	0	5	40	80	120	140	211	266	266	266	266	266	266	266	266	266	273					0
TOTAL		3,000	0	3,000	1	1	1	0	5	40	80	120	140	211	266	266	266	266	266	266	266	266	266	273					0
Pratt & Whitney	R-985-1 (AN-1)	2,913	243	2,675	140	200	280-	280	265	130	130	130	130	130	130	130	130	70											+162
Pratt & Whitney	R-1340-1 (AN-1)	4,112	323	3,809	99	130	225	250	250	240	240	240	250	260	260	260	260	260	260	260	77								+73
Pratt & Whitney	R-1340-51	348	131	217	45	50	22																						+43
Pratt & Whitney	R-1830-77	74	0	74	-	-	-	20	24	30																			+11
Pratt & Whitney	R-1830-41	56	51	5	5																								
Pratt & Whitney	R-1830-41	13	0	13	-	-	-	18	6																				
Pratt & Whitney	R-1830-51	2,892	0	2,892	-	-	50	120	40	64	60	70	70	70	0	0	0	0	0	0	0	0	0	0	0	0	1,710		
Pratt & Whitney	R-1830-82	1,668	0	1,668	-	-	-	110	10	24	26	24	38	28	0	0	0	0	0	0	0	0	0	0	0	0	1,618		-2
Pratt & Whitney	R-2800-5	434	50	384	24	40	40	20	15	15	15	15																	-16
Pratt & Whitney	R-2800-7	80	1	79	-	4	6	19	13	15	15	15	15																-6
TOTAL		11,971	779	11,130	313	414	621	734	632	628	571	539	543	557	440	440	440	330	260	260	77	0	0	0	0	0	3,328		+190
Ranger	L-440-1	75	30	45	36	10																							-25
Ranger	L-440-1	1	0	1	1																								-1
TOTAL		76	3	46	36	10																							-26
Studebaker	R-2600-9	2,000	0	2,000	-	-	-	-	-	-	-	-	-	2	18	50	80	130	150	230	290	250	250	230	200	200*	-		0
TOTAL		2,000	0	2,000	-	-	-	-	-	-	-	-	-	2	18	50	80	130	150	230	290	250	250	230	200	200			0
Wright	R-975-11	1,215	181	1,181	75	85	85	85	85	81	58	55	98	95	135	135	135	135	135	135	67								+26
Wright	R-1820-39	175	0	175	5	13	17	17	17	13	13																		+1
Wright	R-1820-41	2	2		-	-	-	1																					-1
Wright	R-1820-60	100	100	21	20																								+20
Wright	R-1820-39	4,377	174	4,772	41	13	79	171	160	190	160	150	160	150	230	200	200	200	200	200	200	-	33						+118
Wright	R-2600-5	1,000	0	1,000	-	-	-	-	-	-	-	20	20	20	19	-	-	-	-	-	-	-	-	-	-	-			
Wright	R-2600-7	347	39	308	41	26	4	5	54	49	-	-	-	-	94	137	150	150	139	137	47								-73
Wright	R-2600-13	1,214	1	1,214**	-	-	-	-	7	13	11	60	43	43	60	60	60	60	60	60	60								+157
Wright	R-2600-13	1,000	1	999**	-	-	-	-	-	-	-	30	65	149	230	215	225	220	250	226	211								-130
Wright	R-2600-13	2,259	96	2,163	10	68	84	73	-	-	-	-	-	-	-	-	-	-	-	-	-								
Wright	R-2600-11	2,997	1	2,997	31	41	80	90	100	100	100	100	104	130	130	130	105	100	100	100	85								
Wright	R-2800-23	4	0	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0	0	0	0	0	0
TOTAL		17,373	599	17,066	222	155	254	390	360	374	302	440	571	640	713	317	385	1,007	1,134	1,113	1,965	433	330	89	0	1		-184
GRAND TOTAL (AIR CORPS CONTRACTS)		47,715	3,139	44,306	1,116	1,130	1,453	1,711	1,771	1,797	2,155	2,659	2,751	2,734	2,292	2,577	2,694	2,703	2,636	2,731	3,233	2,253	2,260	2,113	1,084	2,201	2,113	2,466	-392
CUMULATIVE TOTAL					1,116	2,246	3,699	5,410	7,181	8,978	11,133	13,792	16,543	19,277	21,569	24,146	26,840	29,543	32,179	34,910	38,143	40,396	42,656	44,769	45,853	48,054	50,167	52,633	
CONTRACTOR-FURNISHED ENGINES***																													
Kinner	R-56-1	40	39	1	1																								-1
Kinner	R-56-3	1	1																										
Kinner	R-440-5	101	1	100	25	25	40																						-75
Kinner	R-440-3	573		573	-	-	15	75	111	124	124	124																	0
TOTAL		715	39	677	26	25	61	75	111	124	124	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-76
Ranger	L-440-1	675	71	604	40	40	50	60	30	30	30	90	30	13															+1
Ranger	L-440-1	270	269	1	1																								+1
TOTAL		945	339	604	41	40	50	60	30	30	30	90	30	13															+2
GRAND TOTAL (CONTRACTOR-FURNISHED)		1,660	378	1,281	67	65	111	135	141	154	154	214	30	13															-74
CUMULATIVE TOTAL					67	132	243	378	519	673	827	1,041	1,071	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	1,084	
EXPERIMENTAL ENGINES																													
Allison	XV-1710-35	1	0	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	0	1	4							
Allison	XV-1420-1	6	0	6																									-6
TOTAL		7	1	7	-	-	-	-	-	-	1	0	0	0	0	0	0	0	1	0	1	4							-2
Cont. Avia.	XI-1430-1	3	0	3	-	1	2	0	0	0																			
Cont. Avia.	XI-1430-1	1	0	1	(Included in schedule for 3 XI-1430-1's)																								
Cont. Avia.	XI-1430-3	3	0	3	2	0	(Includes schedule for 1 XI-1430-1)																						
Cont. Avia.	XI-1430-3	2	0	2	(Included in schedule for 3 XI-1430-1's)																								
Cont. Avia.	XI-1430-7	4	0	4	(Included in schedule for 3 XI-1430-1's)																								
Cont. Avia.	XO-1430-7	1	0	1	1																								
TOTAL		14	0	14	3	3	2	2	0	0																			0
Pratt & Whitney	XR-2800-11	4	0	4	2	1	1																						-4
Pratt & Whitney	XR-2800-17*	1	0	1	-	-	1																						-1
Pratt & Whitney	XR-2800-19	2	0	2	2																								-2
TOTAL		7	0	7	4	1	2																						-7
Tucker	XL-510-1	4	0	4	-	-	1	1	2																				-4
TOTAL		4	0	4	-	-	1	1	2																				-4
Wright	XR-1820-69	1	0	1	-	-	-	1																					-1
Wright	XR-2160-1	1	0	1	-	-	1																						-1
TOTAL		2	0	2	-	-	1	1																					-2
GRAND TOTAL (EXPERIMENTAL)		34	0	34	7	4	6	4	2	1	1	0	0	0	0	0	0	0	1	0	1	4							-15
CUMULATIVE TOTAL					7	11	17	21	23	24	25	25	25	25	25	25	25	25	26	26	27	31							
GRAND TOTAL -- ALL TYPES		49,767	2,567	46,200	1,190	1,173	1,570	1,851	1,920	2,191	2,611	2,950	2,797	2,747	2,305	2,581	2,694	2,703	2,796	2,732	3,237	2,257	2,260	2,113	1,084	2,201	2,113	2,466	-2,470
CUMULATIVE TOTAL					1,190	2,363	3,933	5,784	7,704	9,895	12,506	15,456	18,253	21,000	23,305	25,886	28,580	31,283	34,079	36,811	40,048	42,305	44,565	46,678	47,762	49,963	52,076	54,542	

* Report not received. Estimated schedule of deliveries assumed to be same as contract schedule.
** To be constructed at Loveland plant.
*** To be accepted by the Air Corps.

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
March 17, 1941.

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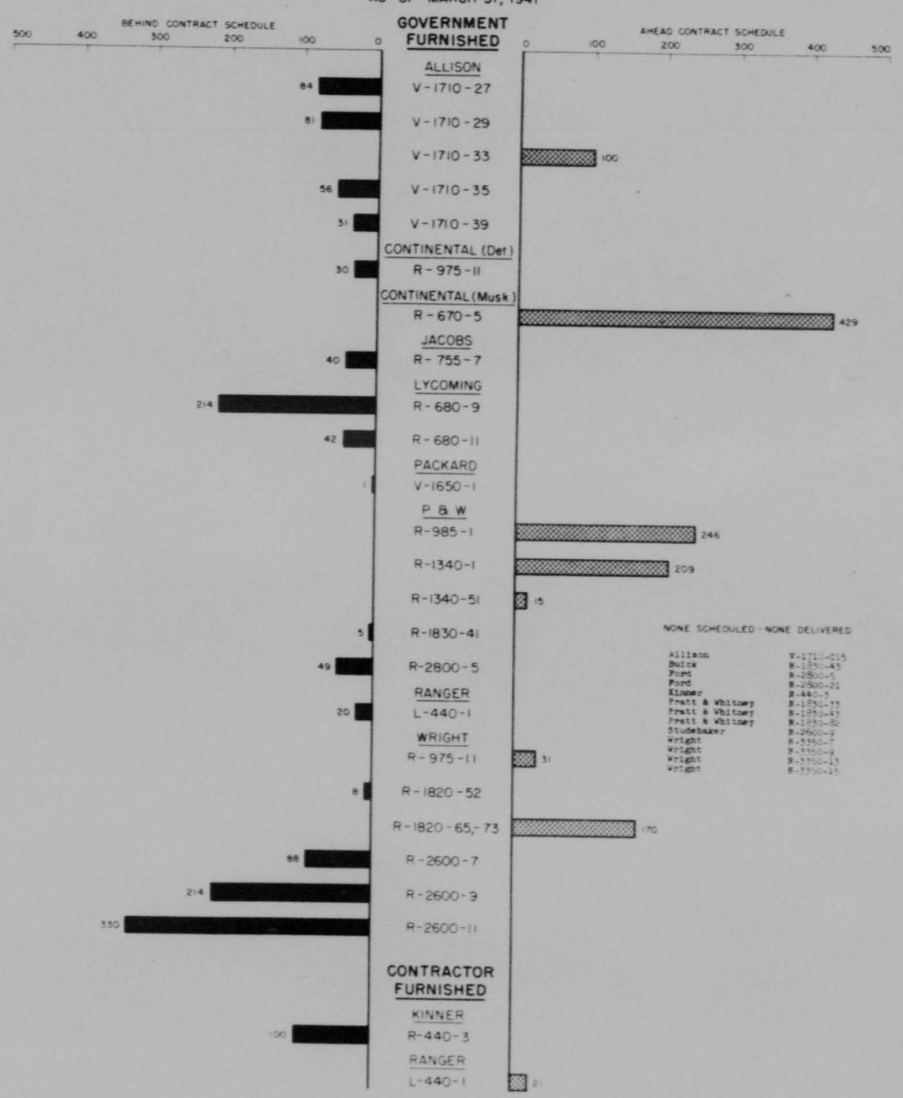
U S ARMY AIR CORPS

RM-27

AIRPLANE ENGINE DELIVERIES[1] AHEAD AND BEHIND CONTRACT SCHEDULE

AS OF MARCH 31, 1941



[1] CUMULATIVE DELIVERIES

STATISTICAL SEC. MAT. DIV. OFFICE, CHIEF OF AIR CORPS, APRIL 18, 1941

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RM-58

BRITISH

AIRPLANE ENGINES ON CONTRACT-DELIVERIES-NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MODEL AND BY MANUFACTURER
AS OF FEBRUARY 28, 1941

MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES

Manufacturer	Model	Total No. on Contract	Del. To Date	To be Delivered	Del. Yr. 1941 Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Del. Yr. 1942 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	U.S. 1941	Changes	Months to Behind Contract
Allison	V-1710-C15	720	210	510	102	196	191	7																					-141
Allison	V-1710-C21	240	73	167	24	66	66																						-667
Allison	V-1710-B4	510	1	509	15	22	65	71	80	80	90	71	65	195	68														0
Allison	V-1710-F3R	1,740	0	1,740	15	12	10	171	219	265	290	277	273	148	67														0
Allison	V-1710-B4	900	0	900	-	-	-	-	-	-	-	-	-	-	430	100													0
TOTAL		4,110	1,010	4,090	316	296	377	210	299	345	380	348	338	343	50	100													-807
Continental [Detroit]	R-975-B2F	1,100	0	1,100	-	5	0	10	20	20	120	190	190	335	400	400	400	400	400	400	390								0
TOTAL		1,100	0	1,100	-	5	0	10	20	20	120	190	190	335	400	400	400	400	400	400	390								0
Jacobs	L-4MB	100	82	430	48	60	74	130	80	60																			0
Jacobs	L-6MB	2,500	262	2,238	80	110	160	190	220	260	270	240	240	240															-210
TOTAL		2,600	340	2,438	128	170	230	280	300	320	270	240	240	240															-317
Kinner	R-5	199	484	35	24																								+159
Kinner	B-5	1	0	1	1																								0
TOTAL		210	494	29	29																								+159
Menasco	D-4	400	81	319	50	50	50	50	50	50	50	19																	-79
TOTAL		400	81	319	50	50	50	50	50	50	50	19																	-79
Packard	V-1650-1	6,000	0	6,000	-	1	2	3	11	80	160	240	280	420	434	434	434	434	434	434	434	434	430						0
TOTAL		6,000	1	6,000	-	1	2	3	11	80	160	240	280	420	434	434	434	434	434	434	434	434	430						0
Pratt & Whitney	R-1340-S1E	100	0	100	-	-	10	30	30	20	20	10																	0
Pratt & Whitney	R-1340-C5G	60	0	60	-	-	-	-	-	-	-	-	30	30	20														0
Pratt & Whitney	R-1340-C5G	60	0	60	-	-	-	-	-	-	-	-	-	-	-	20	18	0	0	22									0
Pratt & Whitney	R-1340-H1	100	19	81	11	10	10	10	10	10	10	10	10																+9
Pratt & Whitney	R-1340-H1	47	0	47	-	-	-	10	10	10	10	7																	0
Pratt & Whitney	R-1830-S3C	1	0	1	1																								-2
Pratt & Whitney	R-1830-S4C	144	50	108	12	24	60	12																					+54
Pratt & Whitney	R-1830-S4C	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						0
Pratt & Whitney	R-1340-H1	1,000	477	523	100	100	70	70	70	70	70	70	70	70	70	70	71												+142
Pratt & Whitney	R-1830-C5G	120	30	90	12	12	12																						+30
Pratt & Whitney	R-1830-C5G	72	4	68	12	24																							-72
Pratt & Whitney	R-1830-C5G	100	50	50	50																								0
Pratt & Whitney	R-1830-C5G	100	0	100	-	-	-	-	-	-	-	-	177	177	177	82	27												0
Pratt & Whitney	R-1830-C5G	90	0	90	-	23	12	12	-	-	-	-	-	41	70	90	140	100											0
Pratt & Whitney	R-1830-S4C	111	42	111	50	108																							+58
Pratt & Whitney	R-1830-S4C	114	0	126	24	102																							+48
Pratt & Whitney	R-1830-A4G	308	0	308	-	77	154	154	154	154	154	154	154																+40
Pratt & Whitney	R-2800-A4G	600	0	600	50	50	50	50	50	50	100	100	100	100	100	100	100												-150
Pratt & Whitney	R-2800-A4G	1,440	0	1,440	-	-	-	-	-	-	-	-	-	-	240	240	240	240	240	240	240								0
Pratt & Whitney	R-1830-C5G	11	0	11	11																								+277
TOTAL		7,490	1,331	6,479	412	554	556	417	457	477	514	444	528	534	554	493	473	0	22										-74
Warner	165 RF	300	46	254	24	24	24	24	24	24	24	14																	-74
TOTAL		300	46	254	24	24	24	24	24	24	24	14																	-74
Wright	R-975-E3	3	3	0	3																								0
Wright	SR-1820-G102A	48	47	1	-	-	1																						-1
Wright	SR-1820-G105A	144	106	38	12	10	12	2																					-70
Wright	SR-1820-G205A	573	359	214	12	12	12	2	50																				+246
Wright	SR-1820-G205A	200	0	200	100	100	44																						0
Wright	SR-1820-G205A	28	0	28	12	12	74	86	80	150	125	150	114	160	120	120	37	120	130	120	120	246	300	11					-100
Wright	SR-1820-G205A	1,270	0	1,270	50	12	74	86	80								84												0
Wright	SR-1820-G205A	1,140	0	1,140	-	-	-	-	-	-	-	-	-	-	-	-													0
Wright	SR-2600-A5B	1,440	1,128	10	12																								-300
Wright	SR-2600-A5B	500	193	307	-	150	107																						0
Wright	SR-2600-A5B	1,000	126	1,074	150	120	30	122	224	168	207	188	150	161	116	1													0
Wright	SR-2600-A5B	1,944	167	1,777	211	30	250	254	156	217	119	9	47	56	45	119	50												+107
Wright	SR-2600-A5B	2	0	2	-	2	-	-	-	-	-	-	-	-	-	-													0
Wright	SR-2600-A5B	2,670	0	2,670	-	-	-	-	-	-	-	74	208	221	179	247	501	561	583	571	521	51							0
Wright	SR-1750-E5	400	0	400	-	-	-	-	-	-	-	-	-	-	2	0	6	10	10	8	50	10	60	60	64	0	0	0	70	0	-447
TOTAL		12,507	2,972	9,151	571	591	555	474	508	541	495	526	560	568	554	547	445	512	497	495	501	506	560	75	0	0	0	70	-447
GRAND TOTAL		38,441	6,259	32,306	1,419	1,701	1,607	1,478	1,630	1,752	1,904	2,008	2,021	2,418	2,401	2,480	1,950	1,446	1,413	1,429	1,179	840	910	75	0	0	0	70	-1,179
CUMULATIVE TOTAL					1,419	3,120	4,727	6,205	7,835	9,587	11,491	13,499	15,520	17,938	20,339	22,819	24,769	26,215	27,628	29,057	30,236	31,076	31,986	32,061	32,061	32,061	32,061	32,131	32,006	
TENTATIVE CONTRACTS																													
Wright	SR-1820-G205A	190	0	190	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	190					0
Wright	SR-2600-A5B	447	0	447	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	110	327				0
TOTAL TENTATIVE CONTRACTS		637	0	637	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	110	517				0
CUMULATIVE TOTAL																							10	120	637				

Statistical Sec., Mat Div.,
Office, Chief of Air Corps
March 19, 1941

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RM-60

AIRPLANE ENGINES – ACTUAL DELIVERIES VS. ESTIMATED DELIVERIES
CLASSIFIED BY CUSTOMER

Customer and Manufacturer	Jan. 1941		Feb. 1941		Mar. 1941		Apr. 1941		May 1941		June 1941	
	Mfr's Est. Made 12/31/40	Actual Deliveries	Mfr's Est. Made 1/31/41	Actual Deliveries	Mfr's Est. Made 2/28/41	Actual Deliveries	Mfr's Est. Made 3/31/41	Actual Deliveries	Mfr's Est. Made 4/30/41	Actual Deliveries	Mfr's Est. Made 5/31/41	Actual Deliveries
U. S. ARMY AIR CORPS												
Allison	99	9	138	175	244	244	138					
Delco	0	0	0	0	0	0	0					
Continental (Detroit)	0	0	0	0	0	0	0					
Continental (Muskegon)	115	160	115	180	134	180	140					
Ford	0	0	0	0	0	0	0					
Jacobs	0	0	0	0	0	0	0					
Kinner	77	51	77	71	100	17	100					
Lycoming	0	0	0	0	54	0	54					
Packard	0	0	0	0	0	0	0					
Pratt & Whitney	108	70	108	71	154	154	197					
Ranger	1	0	1	0	1	1	1					
Studebaker	0	0	0	0	0	0	0					
Wright	750	194	198	208	209	135	282					
TOTAL U. S. ARMY AIR CORPS	1,304	640	1,155	1,295	1,173	1,212	1,522					
ORDNANCE												
Continental (Muskegon)	125	436	119	120	103	120	105					
Wright	0	0	12	11	58	46	0					
Continental (Detroit)	0	0	0	0	0	0	0					
TOTAL ORDNANCE	125	150	131	131	221	166	273					
NAVY												
Continental (Muskegon)	72	170	60	72	60	76	52					
Kinner	24	0	18	0	0	0	14					
Lycoming	23	18	18	18	0	0	14					
Naval Aircraft	79	79	0	0	0	0	0					
Pratt & Whitney	173	217	112	62	155	250	197					
Ranger	2	1	2	1	1	1	0					
Wright	151	151	107	83	125	136	126					
TOTAL NAVY	474	525	299	234	341	459	403					
BRITISH												
Allison	205	124	175	198	240	95	195					
Continental (Detroit)	0	0	0	0	0	0	0					
Jacobs	126	20	170	98	128	152	174					
Kinner	77	242	40	140	29	228	0					
Packard	0	0	0	0	0	0	0					
Pratt & Whitney	424	408	457	544	452	552	556					
Ranger	20	0	40	20	20	20	40					
Wright	493	432	452	341	381	352	565					
TOTAL BRITISH	1,345	1,176	1,354	1,341	1,450	1,422	1,530					
OTHER FOREIGN												
Allison	0	0	0	0	0	0	20					
Continental (Muskegon)	0	0	30	0	30	30	0					
Jacobs	0	0	0	0	0	0	0					
Kinner	0	0	0	0	0	0	0					
Lycoming	0	0	0	0	0	0	0					
Packard	0	0	0	0	0	0	0					
Pratt & Whitney	54	0	0	0	30	0	0					
Ranger	1	0	0	0	0	0	0					
Republic	0	0	0	4	0	0	0					
Wright	50	50	50	30	60	61	64					
Warner	0	0	0	0	0	0	17					
TOTAL OTHER FOREIGN	95	50	80	34	120	91	101					
COMMERCIAL												
Allison	1	1	0	0	1	0	0					
Continental (Muskegon)	315	439	221	370	521	397	415					
Jacobs	0	0	0	0	0	0	0					
Kinner	0	0	0	0	0	0	0					
Lycoming	205	91	120	53	140	134	426					
Packard	30	0	29	29	31	0	0					
Pratt & Whitney	29	0	58	57	44	0	52					
Ranger	0	0	0	0	0	0	0					
Republic	12	12	12	8	12	0	12					
Warner	13	10	14	7	10	13	14					
Wright	21	10	14	43	10	10	15					
TOTAL COMMERCIAL	629	572	468	567	769	554	934					
TOTAL -- ALL CUSTOMERS												
Allison	305	134	364	366	485	342	315					
Delco	0	0	0	0	0	0	0					
Continental (Detroit)	0	0	0	0	0	0	0					
Continental (Muskegon)	631	817	560	743	609	773	806					
Ford	0	0	0	0	0	0	0					
Jacobs	126	113	210	117	154	152	174					
Kinner	178	293	135	211	129	245	114					
Lycoming	252	109	138	118	194	134	440					
Packard	30	0	29	29	31	0	0					
Naval Aircraft	79	79	0	0	0	0	0					
Pratt & Whitney	908	960	1,055	1,111	1,035	1,956	1,322					
Ranger	23	13	154	90	130	21	41					
Republic	12	12	12	8	12	0	12					
Studebaker	0	0	0	0	0	0	0					
Warner	63	60	66	41	63	67	67					
Wright	1,667	974	971	825	1,034	874	1,048					
GRAND TOTAL -- ALL CUSTOMERS	4,297	3,633	3,969	3,689	3,970	4,965	4,551					

NOTE: This tabulation does not include experimental models. Contractor-furnished engines are represented by those engines accepted by the Air Corps.

* Delivery schedule included with Army through February.

Statistical Sec., Mat. Div., Office, Chief of Air Corps, April 23, 1941.

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NAVY

RM-62

AIRPLANE ENGINES ON CONTRACT – DELIVERIES – NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER & MODEL
AS OF MARCH 31, 1941

Manufacturer	Model	Total No. on Contract	Delivered to Date	To be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES																								After Dec.	Unscheduled	Ahead or Behind Contract
					1941 Calendar Year									1942 Calendar Year																	
					Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept	Oct.	Nov.	Dec.						
NAVY CONTRACTS																															
Continental (Muskegon)	R-670-4	633	581	52	52																										
TOTAL		633	581	52	52																										+176
Kinner	R-440-3	74	0	74	-	-	-	-	-	-	-	74																			+176
TOTAL		74	0	74	-	-	-	-	-	-	-	74																			0
Lycoming	R-680-8	633	72	561	16	40	40	40	40	40	40	40	40	40	25																0
TOTAL		633	72	561	16	40	40	40	40	40	40	40	40	40	25																-33
Naval Aircraft	R-760-8	532	26	506	20	50	50	52	55	60	60	60	60	59																	-33
Naval Aircraft	R-760-8	235	0	235	-	-	-	-	-	-	-	-	-	71	60	60	60	54													+26
TOTAL		767	26	741	20	50	50	52	55	60	60	60	60	60	60	60	60	54													0
Pratt & Whitney	R-985-2	1,847	170	1,677	52	52	52	57	84	88	100	100	100	90	321	232															+26
Pratt & Whitney	R-985-4	47	0	47	10	10	10	10	7																						-52
Pratt & Whitney	R-985-6	0	0	0	8	8	8	8	8	12																					6
Pratt & Whitney	R-985-SB2	27	17	10	10																										0
Pratt & Whitney	R-1340-1	90	90	0	20	30	30	30	30	30	30	30	30	36																	+53
Pratt & Whitney	R-1340-7B	28	28	0	4																										-22
Pratt & Whitney	R-1340-8C	260	259	261	160	101																									-4
Pratt & Whitney	R-1340-9C	113	3	110	-	-	10	10	10	10	10	15	30	25																	-25
Pratt & Whitney	R-1340-9A	17	17	0	1	1																									0
Pratt & Whitney	R-1340-9C	681	0	681	10	20	30	40	56	74	84	84	86	96	83	22															+4
Pratt & Whitney	R-1340-SB	1,400	0	1,400	-	-	1	0	3	0	0	0	12	27	40	109	120	120	120	120	120	121	100	120	120	147					0
Pratt & Whitney	R-1340-SB	44	0	44	-	-	-	-	-	1	0	0	5	10	15	20	30	45	60	75	75	75	75	30							0
TOTAL		5,184	573	4,611	257	222	146	165	199	215	223	228	259	248	463	383	150	165	180	195	195	196	135	120	120	147					0
Ranger	SGV770C-1	403	3	400	3	15	25	30	30	30	40	40	40	40	40	40	25														-95
TOTAL		403	3	400	3	15	25	30	30	30	40	40	40	40	40	40	25														0
Wright	R-2600-8	1,074	0	1,074	-	-	-	-	20	20	30	51	50	77	68	141	106	101	101	142	153										0
Wright	R-2600-10	256	0	256	-	-	-	-	-	-	-	-	-	-	5	50	50	50	50	50	50	30	50	11							0
Wright	R-2600-12	886	0	886	-	-	-	-	-	-	-	-	-	-	-	50	50	50	50	50	50	50	50	50							0
Wright	R-975-28	200	89	111	14	4	5	5	10	15	47	9	0	0	0	36	84	75	75	100	100	100	100	100	100	64					0
Wright	R-975-28	12	1	11		4									3	3	0	0	0	12											0
Wright	R-1820-54	99	97	2	2																										+65
Wright	R-1820-40	156	26	130	10	40	10	10	10	10	10	10	6																		+2
Wright	R-1820-50	215	1	214	-	-	9	12	15	15	15	16	17	17	17	20	30	20	20	4											+10
Wright	R-1820-59	343	84	148	10	17	19	16	22	21	23																				+20
Wright	SR-1820-S102A	1	1	0	-	-	-	0																							+2
Wright	SR-1820-S202A	4	4	0	2																										+14
Wright	R-3600-8	196	4	192	18	18	17	13	10	10	10	10	10	20																	0
Wright	R-3600-12	1	0	1	1																										0
Wright	R-3600-16	164	0	164	9	0	17	17	10	20	20	20	20	17																	-1
Wright	R-1410-8	1	0	1	-	-	-	1	-	-	-	1																			-1
Wright	R-1410-10	1	0	1	-	-	-	1																							0
Wright	SR-1510-10	1	0	1	-	-	-	1	-	-	-	-	1																		0
TOTAL		5,405	267	5,138	109	80	74	77	97	111	160	84	97	151	120	317	200	297	297	358	353	130	150	111	100	64					-1
GRAND TOTAL (NAVY CONTRACTS)		18,869	1,525	9,337	419	409	344	369	421	446	523	496	495	524	681	700	435	426	407	483	478	326	265	251	220	211					+175
CUMULATIVE TOTAL					419	828	1,172	1,541	1,962	2,408	2,931	3,427	3,922	4,446	5,127	5,827	6,262	6,688	7,095	7,578	8,056	8,382	8,647	8,898	9,118	9,337					+249
CONTRACTOR-FURNISHED ENGINES																															
Kinner	R-440-3	100	3	100	14	60	26																								
GRAND TOTAL (CONTRACTOR-FURNISHED)		100	0	100	14	60	26																								-60
CUMULATIVE TOTAL					14	74	100																								-60
EXPERIMENTAL																															
Continental Avia. & Eng.	EK-1740-3	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1														
TOTAL		1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1														0
Lycoming	EK-1877	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	1														0
TOTAL		1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1				-1
Pratt & Whitney	EK-1340-79	4	1	3	1																						1				-1
Pratt & Whitney	EK-3600	1	0	1	-	-	1																								-3
TOTAL		5	1	4	1	0	1																				1				-1
Wright	EK-2600-10	0	0	0	0																										-4
Wright	EK-3600-10	2	0	2	1	1																									-2
TOTAL		2	0	2	1	1																									-2
GRAND TOTAL (EXPERIMENTAL)		11	1	10	2	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1				-5
CUMULATIVE TOTAL					2	3	4	4	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5					
GRAND TOTAL (ALL TYPES)		18,980	1,529	9,447	421	410	345	369	421	446	523	496	495	524	681	700	436	426	407	483	478	326	265	251	220	211	1				+170
CUMULATIVE TOTAL					421	831	1,176	1,545	1,966	2,412	2,935	3,431	3,926	4,450	5,131	5,831	6,267	6,693	7,100	7,583	8,061	8,387	8,652	8,903	9,123	9,344	1				+241

Statistical Sec., Wat. Div., Office, Chief of Air Corps, April 27, 1941

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OTHER FOREIGN

AIRPLANE ENGINES ON CONTRACT – DELIVERIES – NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER, CUSTOMER & MODEL

AS OF MARCH 31, 1941

Manufacturer	Customer	Model	Total No. on Contract	Deliveries to Date	To Be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES — 1941 Calendar Year: Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
Allison	China	V-1710-C15A	50	0	50	20	10	10	10							
TOTAL			50	0	50	20	10	10	10							
Jacobs	Finland	L-4	1	0	1	1										
TOTAL			1	0	1	1										
Kinner	Portugal	R-5	2	0	2	2										
TOTAL			2	0	2	2										
Lycoming	Philippines	R-680-B4C	2	0	2	2										
TOTAL			2	0	2	2										
Pratt & Whitney	Brazil	R-1340-HI	1	0	1	-	1									
Pratt & Whitney	Peru	R-1340-HIG	2	2	1	-	1									
Pratt & Whitney	Sweden	R-1830-G3G	20	4	16	-	10									
Pratt & Whitney	Sweden	R-1830-G3G	103	0	103	-	-	10	21	20	20	2				
Pratt & Whitney	Sweden	R-1830-G4G	20	0	20	1	19									
TOTAL			147	6	141	1	31	10	21	20	20	2				
Ranger	Brazil	C-440-4	20	1	19	0	0									
TOTAL			20	1	19	0	0									
Warner	Chile	165 H.P.	28	0	28	17	0	0	0	0	0	0	0	0	0	0
TOTAL			28	0	28	17	0	0	0	0	0	0	0	0	0	0
Wright	China	GR-2600-A5B	50	53	3	3										
Wright	Iran	GR-1820-G205A	3	0	3	-	-									
Wright	Neth, E.I.	GR-1820-G205A	54	12	39	11	10	1								
Wright	Neth, E.I.	GR-2600-A5B	117	26	67	-	-	-	-	20	20	20	21	1		
Wright	Neth, E.I.	GR-2600-A5B	12	0	12	-	-	-	-	-	-	-	-	12		
Wright	Norway	GR-1820-G205A	110	78	32	32										
Wright	Russia	GR-1820-G205A	10	2	8	-	-	-	-	-	-	-	-	-		
TOTAL			356	174	184	46	10	1	0	20	20	20	21	13		
GRAND TOTAL			608	181	427	91	42	11	31	40	20	22	21	13		
GRAND TOTAL, CUMULATIVE						91	133	144	175	215	235	257	278	291		

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OTHER FOREIGN

RM-64

AIRPLANE ENGINES ON CONTRACT – DELIVERIES – NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER, CUSTOMER & MODEL
AS OF MARCH 31, 1941

	Customer	Model	Total No. on Contract	Deliveries to Date	To Be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES															Unsched.
						1941 Calendar Year									1942 Calendar Year						
						Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	
	China	V-1710-C15A	50	0	50	20	10	10	10												
TOTAL			50	0	50	20	10	10	10												
	Finland	L-4	1	0	1	1															
TOTAL			1	0	1	1															
	Portugal	R-5	2	0	2	2															
TOTAL			2	0	2	2															
	Philippines	R-680-B4C	2	0	2	2															
TOTAL			2	0	2	2															
tney	Brazil	R-1340-HI	1	0	1	-	1														
tney	Peru	R-1340-HIG	1	0	1	-	1														
tney	Sweden	R-1830-G3G	20	4	16	-	16														
tney	Sweden	R-1830-G2G	103	0	103	-	-	40	21	23	20	2									
tney	Sweden	R-1830-G4G	20	0	20	1	19														
TOTAL			147	6	141	1	37	40	21	23	20	2									
	Brazil	C-440-4	20	1	19	6	8														
TOTAL			20	1	19	6	8														
	Chile	160 H.P.	28	0	28	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
TOTAL			28	0	28	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	China	GR-2600-A5B	42	37	5	3															
	Iran	GR-1820-G205A	7	0	7	-	-	7													
	Neth, E.I.	GR-1820-G205A	84	14	70	11	10	10													
	Neth, E.I.	GR-2600-A5B	117	26	67	-	-	-	-	-	20	20	20	21	16						
	Neth, E.I.	GR-2600-A5B	12	0	12	-	-	-	-	-	-	-	-	-	12						
	Norway	GR-1820-G205A	110	78	32	32															
	Russia	GR-1820-G205A	10	2	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8
TAL			382	174	184	46	10	21	0	0	20	20	20	21	17	0	0	0	0	0	8
, CUMULATIVE			630	181	427	91	62	7	31	23	40	22	22	21	17	0	0	0	0	0	23
						91	153	23	254	277	317	339	361	382	399	399	399	399	399	399	399

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 17, 1941

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COMMERCIAL

RM-66

AIRPLANE ENGINES ON CONTRACT – DELIVERIES – NUMBER TO BE DELIVERED
ESTIMATED SCHEDULE OF DELIVERIES BY MANUFACTURER, CUSTOMER & MODEL
AS OF MARCH 31, 1941

Manufacturer	Customer	Model	Total No. on Contract	Delivered to Date	To be Delivered	MANUFACTURERS' ESTIMATED SCHEDULE OF DELIVERIES																			Unsched.
						1941 Calendar Year									1942 Calendar Year										
						Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	
MANUFACTURERS OF MILITARY ENGINES																									
Allison		V-1710-E2	1	0	1	-	-	-	-	-	-	-	-	1											
TOTAL			1	0	1	-	-	-	-	-	-	-	-	1											
Continental (Musk.)	Miscellaneous	10-80 H.P.	7,799	4,197	3,102	400	450	500	500	500	450	302													
Continental (Musk.)	Waco	R-670-1	450	321	129	15	20	40	6																
Continental (Musk.)	Waco	R-670-1	100	0	100	-	-	-	14	50	50	10	16												
TOTAL			7,799	4,017	3,282	415	470	540	520	550	480	312	16												
Lycoming	Miscellaneous	O-145	1,739	128	1,611	422	400	400	389																
Lycoming	Stearman	R-680-B4D	12	4	8	4	4																		
Lycoming	Waco	R-680-E3	2	0	1	-	1																		
TOTAL			1,753	132	1,620	426	405	400	389																
Menasco	Vega	D-4B	64	0	64	-	10	10	10	10	24														
TOTAL			64	0	64	-	10	10	10	10	24														
Pratt & Whitney	American Airlines	R-1830-DG	26	0	26	-	-	-	4	6	4	0	4	2	6										
Pratt & Whitney	Beech	R-985-3B2	10	6	4	-	4																		
Pratt & Whitney	Catalina Air Trans.	R-1690-E3G	1	0	1	1																			
Pratt & Whitney	Coast Guard	R-985-SB3	6	0	6	3																			
Pratt & Whitney	Douglas (A.A.L.)	R-1830-DG	60	0	60	-	4	0	4	4	8	4	12	16	8										
Pratt & Whitney	Douglas (E.A.L.)	R-1830-DG	32	0	32	-	-	-	-	4	4	8	0	8	4										
Pratt & Whitney	Douglas (Inter-Isl.)	R-1830-C3G	0	0	0	-	-	0																	
Pratt & Whitney	Douglas (P.A.A.)	R-1830-D4G	4	0	4	4																			
Pratt & Whitney	Douglas (P.A.A.)	R-1830-DG	12	0	12	-	-	-	-	-	4	0	8												
Pratt & Whitney	Douglas (T.A.L.)	R-1830-DG	40	0	40	4	0	4	4	4	4	4	8	8											
Pratt & Whitney	Douglas (T.A.L.)	R-1830-DG	40	0	40	-	-	-	-	-	-	-	-	20	16	4									
Pratt & Whitney	Douglas (W.A.E.)	R-1830-C3G	4	0	4	-	-	4	-	-	-	-	-	-	-	-	20	16	4						
Pratt & Whitney	Eastern Air Line	R-1830-DG	16	0	16	-	-	-	-	-	4	4	0	4	0	4									
Pratt & Whitney	Inter Island Airways	R-1830-C4G	4	0	4	-	-	-	-	4															
Pratt & Whitney	Northeast Airlines	R-1830-C3G	4	0	4	-	-	-	-	-															
Pratt & Whitney	Pan American Air	R-1830-C3G	4	0	4	1	1	0	2																
Pratt & Whitney	Pan American Air.	R-1830-C3G	11	0	11	-	0	10																	
Pratt & Whitney	Pan American Air.	R-1830-C4G	2	0	2	2																			
Pratt & Whitney	Pan American Air.	R-1830-DG	2	0	2	-	-	-	-	-	-	-	-	-	-	-									
Pratt & Whitney	United Airlines	R-1830-C3G	30	0	30	0	0	0	0	0	0	4	0	4											
Pratt & Whitney	United Airlines	R-1830-C5G	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
Pratt & Whitney	United Airlines	R-1830-DG	27	0	27	-	4	4	4	4	0	4													
Pratt & Whitney	Vought-Sikorsky	R-1830-C3G	12	0	12	-	-	-	4	4	4														
Pratt & Whitney	Western Air Express	R-1830-C3G	2	0	2	2																			
TOTAL			362	6	356	32	24	28	22	31	32	24	36	36	46	20	4	0	0	0	0	0	0	0	21
Ranger	Fairchild	G-440C-3	61	21	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Ranger	Sherman	G-440C-3	56	50	6	-	6	6	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40
Ranger	Spencer-Larsen	G-440G-3	4	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL			121	53	68	8	6	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
Warner	Cessna	165 H.P.	7	5	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Warner	Fairchild	145 H.P.	190	87	13	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Warner	Howard	125 H.P.	49	18	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Warner	Intercontinent	165 H.P.	54	8	46	7	6	6	6	6	6	6	-	-	-	-	-	-	-	-	-	-	-	-	31
Warner	Meyers	125 H.P.	50	29	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Warner	Meyers	125 H.P.	25	0	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21
Warner	Vought-Sikorsky	165 H.P.	1	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23
TOTAL			282	141	141	14	13	6	6	6	6	6	5	0	0	0	0	0	0	0	0	0	0	0	79
Wright	American Airlines	GR-1820-G102	6	3	3	1	2																		
Wright	American Airlines	GR-2600-B5	15	0	15	-	-	-	-	-	-	-	-	-	-	8	7								
Wright	Braniff	GR-1820-G102A	2	0	2	-	2	-	-	-	-	-	-	-	-	-	-								
Wright	Douglas (A.A.L.)	Gr-2600-B5	40	0	40	-	-	-	-	-	-	-	-	-	24	16									
Wright	Douglas (Braniff)	GR-1820-G102A	6	0	6	6																			
Wright	Douglas (E.A.L.)	GR-1820-G202A	10	0	10	-	-	-	10																
Wright	Douglas (Penn Centr.)	GR-1820-G102A	6	0	6	-	6																		
Wright	Eastern Airlines	GR-1820-G202A	48	12	36	-	-	-	-	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
Wright	Eastern Airlines	GR-1820-G202A	6	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
Wright	Eastern Airlines	GR-1820-G202A	7	0	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
Wright	Eastern Airlines	GR-1820-G202A	6	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
Wright	Lockheed	GR-1330-B5	36	0	36	-	-	-	2	2	0	2	0	0	2	2	2	2	2	2	2	2	2	2	10
Wright	Lockheed	GR-1330-B5	14	0	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
Wright	Lockheed	GR-1330-B5	166	0	166	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166
Wright	Lockheed	GR-1330-B5	134	0	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134
Wright	Pan American	GR-2600-A2A	36	19	17	0	8	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wright	Penn. Central	GR-1820-G102A	4	0	4	-	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Wright	Penn. Central	GR-1820-G102A	4	3	1	1																			2
Wright	T.W.A.	GR-1820-G202A	111	93	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wright	White Aircraft	R-760-E1	2	0	2	2																			18
TOTAL			659	130	529	15	19	4	13	2	5	2	0	0	2	2	2	2	2	2	2	2	2	2	394
GRAND TOTAL (Mfrs. of Military Engines)			11,040	4,979	6,061	908	949	996	962	579	547	345	57	37	48	22	6	26	26	9	2	2	2	2	536
CUMULATIVE						908	1857	2853	3815	4394	4941	5286	5343	5380	5428	5450	5456	5482	5508	5517	5519	5521	5523	5525	6061
MANUFACTURERS OF COMMERCIAL ENGINES ONLY																									
Kearwin		90 H.P.	2	1	1	1																			
Kearwin		120 H.P.	20	12	8	8																			
Kearwin	Bellanca	90 H.P.	5	4	1	1																			
GRAND TOTAL (Mfrs. of Commercial Engines Only)			27	17	10	10																			
CUMULATIVE						10																			
GRAND TOTAL, ALL TYPES			11,067	4,996	6,071	918	949	996	962	579	547	345	57	37	48	22	6	26	26	9	2	2	2	2	536
CUMULATIVE						918	1867	2863	3825	4404	4951	5296	5353	5390	5438	5460	5466	5492	5518	5527	5529	5531	5533	5535	6071

Statistical Sec., Mat. Div.,
Office, Chief of Air Corps,
April 10, 1941.

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HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

OFFICIAL BUSINESS

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Nov. 1943

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Aeronautical Monthly Progress Reports

Airplanes

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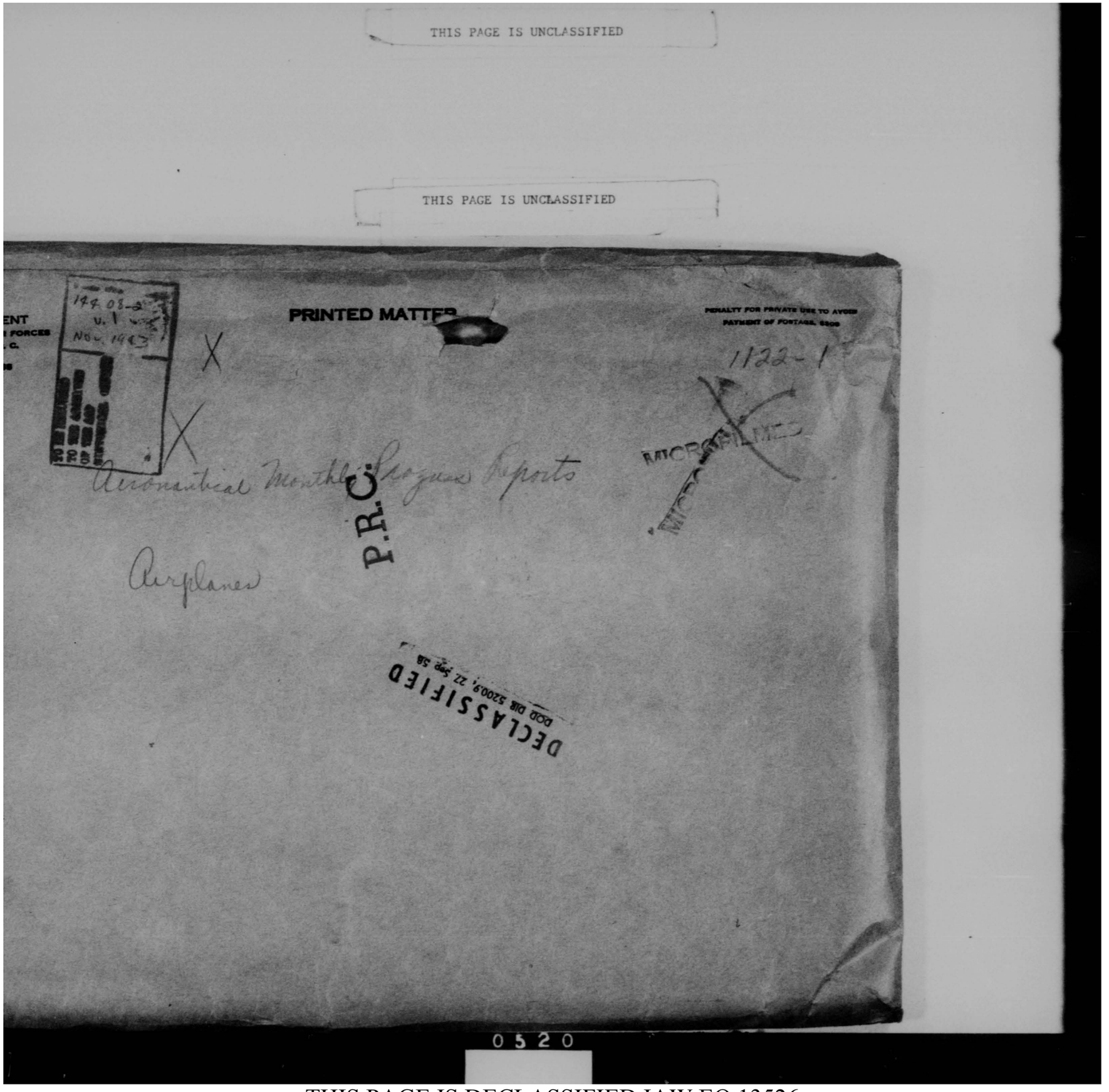

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"Aeronautical Monthly Progress Reports," (AMPR) Nov. 1943,

from aeronautical firms in each of the following categories:

Airplanes
Engines
Propellers
Gliders
Targets
Link Trainers.

Received from AM&D Historical Officer (Col. T. A. Baldwin),
12/21/43. (M. P. Claussen)

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Airplanes

Aeronca	2AMPR	Curtiss, St. Louis	2AMPR	Martin, Baltimore	2AMPR
Beech	2AMPR	Douglas, Chicago	2AMPR	Martin, Omaha	2AMPR
Bell, Atlanta	2AMPR	Douglas, El Segundo	2AMPR	McDonnell, Memphis	2AMPR
Bell, Buffalo	2AMPR	Douglas, Long Beach	2AMPR	McDonnell, St. Louis	2AMPR
Bellanca	2AMPR	Douglas, Okla. City	2AMPR	Naval Aircraft	2AMPR
Boeing, Renton	2AMPR	Douglas, Santa Monica	2AMPR	Noorduyn	2AMPR
Boeing, Seattle	2AMPR	Douglas, Tulsa	2AMPR	North American	2AMPR
Boeing #1, Wichita	2AMPR	Eastern Aire, Linden	2AMPR	North American, Inglewood	
Boeing #2, Wichita	2AMPR	Eastern Aire, Trenton	2AMPR	North American, Kansas	2AMPR
Brewster, Johnsville	2AMPR	Fairchild, Burlington	2AMPR	Northrop	2AMPR
Budd	2AMPR	Fairchild, Hagerstown	2AMPR	Piper	2AMPR
Canadian Car & Foundry	2AMPR	Fairchild, Quebec	2AMPR	Platt-LePage	2AMPR
Cessna, Wichita	2AMPR	Fisher Body, Cleveland	2AMPR	Republic, Evansville	2AMPR
Chance-Vought	2AMPR	Fisher Body, Detroit	2AMPR	Republic, Farmingdale	2AMPR
Columbia	2AMPR	Fleetwings	2AMPR	Ryan	2AMPR
Consol.-Vultee, A.	2AMPR	Ford, Willow Run	No Report	St. Louis Aircraft	2AMPR
Consol.-Vultee, B.	2AMPR	Globe	2AMPR	Sikorsky	2AMPR
Consol.-Vultee, F.W.	2AMPR	Goodyear	2AMPR	Taylorcraft	2AMPR
Consol.-Vultee, N.	2AMPR	Grumman	2AMPR	Timm	2AMPR
Consol.-Vultee, N.O.	2AMPR	Higgins	2AMPR	Vega	2AMPR
Consol.-Vultee, S.D.	2AMPR	Howard	2AMPR	Vickers	2AMPR
Consol.-Vultee, W.	2AMPR	Interstate	No Report	Waco	2AMPR
Culver	Complete	Kellett	2AMPR		
Curtiss, Buffalo	2AMPR	Lockheed	2AMPR		
Curtiss, Columbus	2AMPR				
Curtiss, Louisville	2AMPR				

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Aeronca Aircraft Corporation City Middletown, State Ohio

(1) Item No.	1		2		3		4											
(2) Model Designation	PT-19AE		PT-19AE		PT-19AE		L3B											
(3) Contracting Agency	AAF		AAF		AAF		AAF											
(4) Contract No	W535ac29756		W535ac29756		No		W535ac36144											
(5) Contract Date	6-15-42		SA #3		contract		2-6-43											
(6) Contract Quantity	100		400		JAC Sched. 500													
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	76	93					55	55										
(8) Quantity To Date	95	93					370	353										
(9) Future Quantity (6-8)	5	7					130	147										
(10) Estimate By Months (Insert Names Of Months)																		
Dec. 1943	5	7	70	68			55	60										
Jan. 1944			75	75			50	50										
Feb.			75	75			25	37										
Mar.			75	75														
Apr.			75	75														
May			30	32	45	43												
June					75	75												
July					65	65												
Aug.					55	55												
Sept.					45	45												
Oct.					25	25												
Nov.					25	25												
Dec.					10	12												
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Note: Item #4 contract date based on supplementary agreement #3.

Contractor's Representative E. P. Kennedy
Production Mgr.

Army (Navy) Representative R. E. Powers 2nd Lt AC
for CHAS. B. O'NEILL
Captain Air Corps
U. S. A. F. Resident Representative

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For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Beech Aircraft Corporation City Wichita State Kansas

(1) Item No	1		2		3		4		5		6		7		8		9	
(2) Model Designation	AT-10BH		AT-11		AT-11		AT-7		AT-7		AT-7C		SNB-2		SNB-2		SNB-2C	
(3) Contracting Agency	U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army	
(4) Contract No	AAF 19632		AAF 19608		AAF 19608		AAF 24998		AAF 24998		AAF 24998		AAF 24998		AAF 24998		AAF 24998	
(5) Contract Date	6-15-42		Sup2 2-14-42		Sup6 10-3-42		Sup2 5-25-42		Sup12 3-19-43		Sup26 AdvCqy		Sup2 5-25-42		Sup18 5-3-43		Sup19 7-24-43	
(6) Contract Quantity	1430		838		500		150		400		400		100		150		100	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	36	41	0	0	0	0	46	42	0	0	0	8	35	38	3	0
(8) Quantity To Date	1430	1429	772	768	0	0	149	149	182	165	0	0	100	100	119	109	3	0
(9) Future Quantity (6-8)		1	116	120	500	500	1	1	218	235	400	400	Complete		31	41	97	100
(10) Estimate By Months (Insert Names Of Months)																		
December '43		1	62	62			1	1	37	37					18	18		
January '44			54	54	6				40	40					13	23	9	9
February				4	57	57			60	60							25	25
March					54				36								18	
April					55				30								20	
May					*				15		21						18	
June											32						7	
July											32							
August											36							
September											32							
October											32							
November											32							
December											30							
January '45											32							
February											32							
March											32							
April											32							
May											25							
(11) Remainder Scheduled																		
(12) Remainder Unscheduled					328													

* This completes the W-8 Working Schedule for the AT-11 Airplanes and the remainder of the airplanes are being considered for another Model.

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Beech Aircraft Corporation City Wichita State Kansas

(1) Item No	10		11		12		13		14		15		16		17			
(2) Model Designation	SNB-2C		UC-45B		UC-45B		XA-38		UC-43		GB-2		GB-2		A26B Wing			
(3) Contracting Agency	US. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army			
(4) Contract No	AAF 19608		AAF 40082		AAF 40082		AAF 33348		AAF 31386		AAF 31386		AAF 31386		AAF 34433			
(5) Contract Date	Telegram		7-28-43		Sup3 Adv.Copy		12-2-42		9-30-42		9-30-42		Sup6 6-30-43		6-30-43			
(6) Contract Quantity	105		500		700		2		75		75		100		400 Sets			
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0	0	16	9	0	0	0	0	1	5	3	5	0	0	0	0		
(8) Quantity To Date	0	0	19	9	0	0	0	0	72	72	74	73	0	0	0	0		
(9) Future Quantity (6-8)	105	105	481	491	700	700	2	2	3	3	1	2	100	100	400	400		
(10) Estimate By Months (Insert Names Of Months)																		
December '43			62	62					3	3	1	2	24	24				
January '44			54	54									23	23				
February			50	50			1	1					25	25	1	1		
March			54										27		3			
April			71				1						1		8			
May			108												16			
June	13		82		22										30			
July	20				104										51			
August	18				108										78			
September	20				104										110			
October	20				104										103			
November	14				104													
December					100													
January '45					54													
February																		
March																		
April																		
May																		
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative: Vice President-General Manager

Army (Navy) Representative: ROBERT I. DITTRICH, Major, Air Corps

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Bell Aircraft Corporation City Marietta State Georgia

		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(1)	Item No.																		
(2)	Model Designation	B-29																	
(3)	Contracting Agency	Army																	
(4)	Contract No.	W535-AC27730																	
(5)	Contract Date	May 29, 1942																	
(6)	Contract Quantity	400																	
(7)	Quantity This Month	0	0																
(8)	Quantity To Date	0	0																
(9)	Future Quantity (6-8)	400	400																
(10)	Estimate By Months (Insert Names Of Months)																		
	Oct. 1943	0	0																
	Nov.	0	0																
	Dec.	2																	
	Jan. 1944	4																	
	Feb.	8																	
	March	19																	
	April	26																	
	May	33																	
	June	40																	
	July	40																	
	Aug.	40																	
	Sept.	40																	
	Oct.	40																	
	Nov.	40																	
	Dec.	40																	
	Jan. 1945	28																	
(11)	Remainder Scheduled																		
(12)	Remainder Unscheduled																		

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Contractor's Representative: George L. Baum, ~~Staff Assistant to~~ Chief of Operations

Army (Navy) Representative: Harry W Kuntzel Jr for Charles W. O'Connor, Col. A.C., Resident Representative

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Bell Aircraft Corporation City Buffalo & Wheatfield State New York

(1) Item No	1		2		3		4		5		6							
(2) Model Designation	P-39		P-39Q		P-63		P-63		P-59		XP-77							
(3) Contracting Agency	Army		Army		Army		Army		Army		Army							
(4) Contract No	AC 20910		AC 40071		AC 29318		AC 40041		AC 590		AC 30864							
(5) Contract Date	8-25-41		9-28-43		9-29-42		Not Signed		9-15-43		9-29-42							
(6) Contract Quantity	4600		2500		4400		3000		100		2							
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	2	403	411	10	0	0	0	0	0	0	0						
(8) Quantity To Date	4600	4600	980	703	17	2	0	0	0	0	0	0						
(9) Future Quantity (6-8)	0	0	1520	1797	4383	4398	3000	3000	100	100	2	2						
(10) Estimate By Months (Insert Names Of Months) December, 1943			375	400	30	20			0	0								
January, 1944			350	375	50	30			0	0								
February			300	350	100	40			0	0								
March			180		260				3									
April			150		330				5									
May			100		390				9									
June			65		440				14									
July					470				16									
August					500				20									
September					500				20									
October					500				13									
November					500													
December					313		187											
January, 1945							500											
February							500											
March							500											
April							500											
May							500											
(11) Remainder Scheduled							313											
(12) Remainder Unscheduled																		

Contractor's Representative R. S. McCord, Asst. Mgr. Graphic Analysis Dept.

Army (Navy) Representative H E Stenbergh Lt Col AC

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility **Bellanca Aircraft Corporation** City **New Castle** State **Delaware**

		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(1) Item No		AT21																	
(2) Model Designation		At21																	
(3) Contracting Agency		AAF																	
(4) Contract No		W535-AC-24509																	
(5) Contract Date		4-11-42																	
(6) Contract Quantity		360																	
(7) Quantity This Month		0	0																
(8) Quantity To Date		0	0																
(9) Future Quantity (6-8)		360	36 0																
(10) Estimate By Months (Insert Names Of Months)	Nov.	0	0																
	Dec.	1	1																
	19 44 Jan.	2	2																
	Feb.	5																	
	Ma r	9																	
	Apr.	14																	
	May	20																	
	June	20																	
	July	20																	
	Aug.	20																	
	Sept.	20																	
	Oct.	20																	
	Nov.	20																	
	Dec.	20																	
	1945 Jan.	20																	
	Feb.	20																	
	Mar.	20																	
	Apr.	20																	
	May	20																	
	June	20																	
	July	20																	
	A ug.	20																	
(11) Remainder Scheduled		9																	
(12) Remainder Unscheduled		0																	

Contractor's Representative J. H. Cox
Allocation, CMP Control Manager
By H.A.R.

Army (Navy) Representative J. B. Shea
J. W. Shea, 1st Lt. A. C.

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For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO 1 ACTUAL AND ESTIMATED PRODUCTION

Airplanes X
Gliders
Targets
Link Trainers

Facility Boeing Aircraft Company Renton Division (only) City Renton State Washington

(1) Item No	1		2	
(2) Model Designation	B-29		XC-97	
(3) Contracting Agency	Army		Army	
(4) Contract No	W535-ac-19673 Supp 6		W535-ac-34438	
(5) Contract Date	9-19-42		1-23-43	
(6) Contract Quantity	300		3	
	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0
(8) Quantity To Date	0	0	0	0
(9) Future Quantity (6-8)	300	300	3	3
(10) Estimate By Months (Insert Names Of Months)				
Dec 43	0	0	0	0
Jan 44	0	0	0	0
Feb	0	0	0	0
Mar	1		0	
Apr	3		0	
May	6		0	
Jun	10		1	
Jul	17		0	
Aug	23		1	
Sep	30		0	
Oct	35		1	
Nov	35			
Dec	35			
Jan 45	35			
Feb	35			
Mar	35			
(11) Remainder Scheduled				
(12) Remainder Unscheduled				

Contractor's Representative H. O. West, Executive Vice-President

Army (Navy) Representative Carl E. Dunlap Capt AC
Felix Waitkus, Major, Air Corps

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Boeing Aircraft Company — City Seattle — State Washington

(1) Item No	1		2		3		4		5 (*)											
(2) Model Designation	B-17F & G		B-17G		XF8B-1		B-17G		B-29											
(3) Contracting Agency	Army		Army		Navy		Army		Army											
(4) Contract No	ac-20292 Supp. #2		ac-20292 Supp. 6 & 8		NOa(s)-742		Letter Contract		Letter Contract ac-19673											
(5) Contract Date	1-31-42		12-28-42		5-4-43		4-14-43		11-25-43											
(6) Contract Quantity	2650		950		3		2000		950											
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	230	225	0	0	0	0	0	0	0	0										
(8) Quantity To Date	2204	2169	0	0	0	0	0	0	0	0										
(9) Future Quantity (6-8)	446	481	950	950	3	3	2000	2000	950	950										
(10) Estimate By Months (Insert Names Of Months) December 1943	250	250																		
January 1944	196	231	74	39																
February			270	270																
March			270																	
April			270																	
May			66				204													
June							270													
July					1		270													
August							270													
September					2		270													
October							270													
November							270													
December							176													
(11) Remainder Scheduled																				
(12) Remainder Unscheduled				641		3		2000	950	950										

(*) Not yet approved

Contractor's Representative — By K. B. Robbins, Secretary-Treasurer

Army (Navy) Representative — Bernard D. Morley, Lt. Col., Air Corps, A.A.F. Resident Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Plant No. I - Trainer Facilities

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility BOEING AIRPLANE CO. Wichita Division City Wichita State Kansas

(1) Item No.	1		2		3		4		5		6							
(2) Model Designation	PT17;N2S-4		PT13-D		N2S-3		N2S-3		N2S-5		N2S-4							
(3) Contracting Agency	Army		Army		Army(Navy)		Army(Navy)		Army(Navy)		Army (Navy)							
(4) Contract No.	W535AC19041		19041		19041 Supp. 2542		19041 Supp?		19041		19041							
(5) Contract Date	6-6-41		6-6-41		6-6-41		6-6-41		6-6-41		6-6-41							
(6) Contract Quantity	1400		1400		1200		450		750		450							
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	-	-	34	22	-	-	-	-	52	66	-	-						
(8) Quantity To Date	1400	1400	158	146	1200	1200	450	450	750	749	450	450						
(9) Future Quantity (6-8)	-	-	1242	1254	-	-	-	-	-	1	-	-						
(10) Estimate By Months (Insert Names Of Months) Dec. '43			80	80						1								
Jan. '44			80	80														
Feb. '44			80	80														
Mar. '44			80															
Apr. '44			80															
May '44			80															
June '44			80															
July '44			80															
Aug. '44			80															
Sept. '44			80															
Oct. '44			80															
Nov. '44			80															
Dec. '44			80															
Jan. '45			80															
Feb. '45			80															
Mar. '45			42															
Apr. '45																		
May '45																		
June '45																		
July '45																		
Aug. '45																		
Sept. '45																		
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative Clif Barron, Asst. Secy. - Treas.

Army (Navy) Representative R. G. VAUGHAN, Lt. Col., Air Corps, A.A.F. Resident Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility BOEING AIRPLANE CO. Wichita Division — City Wichita — State Kansas

(1) Item No.	7																		
(2) Model Designation	B-29																		
(3) Contracting Agency	Army																		
(4) Contract No.	W535 ac19041																		
(5) Contract Date	8-29-41																		
(6) Contract Quantity	764																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	17	23																	
(8) Quantity To Date	56	46																	
(9) Future Quantity (6-8)	708	718																	
(10) Estimate By Months (Insert Names Of Months) Dec. '43	29	35																	
Jan. '44	41	43																	
Feb. '44	49	51																	
Mar. '44	50																		
Apr. '44	55																		
May '44	60																		
June '44	60																		
July '44	60																		
Aug. '44	30																		
Sept. '44	60																		
Oct. '44	60																		
Nov. '44	60																		
Dec. '44	60																		
Jan. '45	4																		
Feb. '45																			
Mar. '45																			
Apr. '45																			
May '45																			
June '45																			
July '45																			
Aug. '45																			
Sept. '45																			
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

This report is based on the latest Boeing Airplane Company, Wichita Division, estimated production schedule which was approved by the B-29 Committee. However, the schedule has been increased by five units in January, 1944 and five units in February, 1944 to account for the ten units we are behind as of November 30, 1943.

Contractor's Representative: Clif Barron, Asst. Secy. - Treas.

Army (Navy) Representative: R. G. VAUGHAN, Lt. Col., Air Corps, A.A.F. Resident Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Brewster Aeronautical Corp. City Long Island City State New York

(1) Item No	1	2	3	4	5	6	7	8
(2) Model Designation	XA-32	XSB2A-1	F3A-1	F3A-1	SB2A-1,2,3	SB2A-4	340-14	340-14
(3) Contracting Agency	U.S. Army	U.S. Navy	U.S. Navy	U.S. Navy	U.S. Navy	U.S. Navy	British	British
(4) Contract No.	W535AC21434 (5453)	65990	NOa(s)-172	NOa(s)-172	76492	NOa(s)-152	A-842	A-1492
(5) Contract Date	10-14-41	4-4-39	3-5-43	3-5-43	12-19-40	3-8-43	11-1-40	11-27-40
(6) Contract Quantity	2	1	1068	420	203	162	450	300
	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del
(7) Quantity This Month	0 0	1 1	28 41	0 0	7 48	0 16	0 10	0 0
(8) Quantity To Date	0 0	1 1	68 60	0 0	190 74	157 146	449 448	0 0
(9) Future Quantity (6-8)	2 2	0 0	1020 1028	420 420	103 129	5 14	1 2	***18 18
December 1943			80	0 0	37 37		1	
January 1944			110	0 0				
February			150	0 0				
March			150					
April			150					
May			130					
June			150					
July			79	71				
August				150				
September				150				
October				49				

(10) Estimate By Months (Insert Names of Months)

* These planes to be held for experimental installations.

** One of these prototypes has been accepted. However, both are being held for experimental installations.

NOTE: We have received notice of cancellation of the above contracts, #76492 and NOa(s)-152. Total of 140 planes to be accepted on contract #76492

**** This plane is the SB2A-1 and is being held for Navy disposition.

***NOTE: The 18 ships scheduled on this contract after the cancellation, are being boxed "as is".

(11) Remainder Scheduled

(12) Remainder Unscheduled **8 **2 ****1

Contractor's Representative [signature] Army (Navy) Representative [signature]

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November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 7-15-44

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☐

Facility Edward G. Budd Mfg. Co. City Philadelphia State Pa.

(1) Item No.	1		2																	
(2) Model Designation	RB-1		C-93																	
(3) Contracting Agency	U.S.Navy		U.S.Navy																	
(4) Contract No	NOa(s)1763		NOa(s)1753 (formerly NXs3884)																	
(5) Contract Date	8-15-42		8-15-42																	
(6) Contract Quantity	200		600																	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0																
(8) Quantity To Date	0	0	0	0																
(9) Future Quantity (6-8)		200		600																
(10) Estimate By Months (Insert Names Of Months)																				
November '43	1	0	0	0																
December	2	3	0	0																
January '44	3	3	0	0																
February	4		0																	
March	6		0																	
April	9		1																	
May	3		13																	
June	4		18																	
July	6		22																	
August	7		28																	
September	7		28																	
October	9		34																	
November	11		41																	
December	13		49																	
January '45	16		58																	
February	19		57																	
March	22		70																	
April	25		75																	
May	25		75																	
June	8		21																	
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

Contractor's Representative Everett N. Holland Army (Navy) Representative

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* The allocation between the Army and the Navy beginning with May 1944 has been arbitrarily set by the contractor and is not authorized by the Bureau

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Report For Month Of NOVEMBER 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility CANADIAN CAR & FOUNDRY CO. LTD. City FORT WILLIAM State ONTARIO, CANADA

		1		2															
(1) Item No.																			
(2) Model Designation		SBW-1		SBW-1B															
(3) Contracting Agency		U. S. NAVY		DEFENCE AID															
(4) Contract No		NDS 139A		NDS 139A															
(5) Contract Date		3/3/42		3/3/42															
(6) Contract Quantity		550		450															
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		4	NIL	5	NIL														
(8) Quantity To Date		9	NIL	9	NIL														
(9) Future Quantity (6-8)		541	550	441	450														
(10) Estimate By Months (Insert Names Of Months)	DECEMBER	6		12															
	JANUARY 1944	8		17															
	FEBRUARY	23		12															
	MARCH	29		21															
	APRIL	36		29															
	MAY	50		30															
	JUNE	50		40															
	JULY	50		40															
	AUGUST	50		40															
	SEPTEMBER	50		40															
	OCTOBER	50		40															
	NOVEMBER	50		40															
	DECEMBER	50		40															
	JANUARY 1945	39		40															
	FEBRUARY	0		0															
	MARCH	0		0															
	APRIL	0		0															
	MAY	0		0															
	JUNE	0		0															
	JULY	0		0															
	AUGUST	0		0															
	SEPTEMBER	0		0															
(11) Remainder Scheduled		0		0															
(12) Remainder Unscheduled		0		0															

CANADIAN CAR & FOUNDRY CO. LTD.

Contractor's Representative [signature] Army (Navy) Representative

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Report For Month Of November, 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

1st Class

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility The Cessna Aircraft Company City Wichita State Kansas

	1		2		3		4											
(1) Item No.																		
(2) Model Designation	UC-78		UC-78B		UC-78B		UC-78											
(3) Contracting Agency	U. S. Army		U. S. Army		U. S. Army		U. S. Army											
(4) Contract No	#535ac28713 Suppl. #2		#535ac28713 Suppl. #2		#535ac28713 Suppl. #4		#535ac28713 Suppl. #4											
(5) Contract Date	8-28-42		8-28-42		3-8-43		3-8-43											
(6) Contract Quantity	(A) 573		(A) 327		(B) 650		(B) 350											
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	10	3	28	31	178	176												
(8) Quantity To Date	434	423	327	325	419	417												
(9) Future Quantity (6-8)	139	150		2	231	233	350	350										
(10) Estimate By Months (Insert Names Of Months) 1943 - Dec	139	139			110	110	1	1										
1944 - Jan					76	76	113	113										
Feb							135	135										
Mar					45		101											
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

The first three months projected are based on actual acceptances. The ~~2nd~~ working ~~schedule~~ ~~A-8~~ provides for ~~175~~ planes in ~~March 194~~, however, ~~146~~ have been reported as this ~~quantity~~ will complete our present contracts.

(A) 900 UC 78 changed to 573 UC-78's and 327 UC-78B's per Change Order #10.
(B) 1000 UC 78B changed to 350 UC 78's and 650 UC-78B's per Change Order #5.

Contractor's Representative G. P. Boettger
F. A. Boettger, Secretary and Controller

Army (Navy) Representative Boyd S. Ray
Boyd S. Ray
Captain, Air Corps
Army Air Forces Resident Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility United Aircraft Corporation
Chance Vought Aircraft Division City Stratford State Connecticut

	1		2		3		4											
(1) Item No.																		
(2) Model Designation	F4U-1		F4U-1		F4U-1		XF5U-1											
(3) Contracting Agency	Navy		D.A. Navy		Navy		Navy											
(4) Contract No.	NOa(s) 198		NOa(s) 198		Amendment		NX											
(5) Contract Date	6-10-43		6-10-43		to NOa(s) 198													
(6) Contract Quantity	3099		325		675		2											
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	171	171	59	54	0	0	0	0										
(8) Quantity To Date	1444	1417	279	258	0	0	0	0										
(9) Future Quantity (6-8)	2255	2282	46	67	675	675	2	2										
(10) Estimate By Months (Insert Names Of Months) December 1944	189	185	46	50														
January	225	208	-	17														
February	225																	
March	225																	
April	225																	
May	225																	
June	225																	
July	225																	
August	225																	
September	225																	
October	41				184													
November					225													
December 1945					225													
January					41													
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative _____ Army (Navy) Representative 9013

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes XXX
Gliders
Targets
Link Trainers

Facility COLUMBIA AIRCRAFT CORP. City VALLEY STREAM, L.I. State NEW YORK

(1) Item No.	1																		
(2) Model Designation	J2F-6																		
(3) Contracting Agency	Navy																		
(4) Contract No	N0a(s)-286																		
(5) Contract Date	As of 4-30-43																		
(6) Contract Quantity	250																		
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	4	4																	
(8) Quantity To Date	7	7																	
(9) Future Quantity (6-8)	243	243																	
(10) Estimate By Months (Insert Names Of Months) Dec.	6																		
Jan.1944	8																		
Feb.	10																		
Mar.	12																		
Apr.	14																		
May	14																		
June	14																		
July	14																		
August	14																		
Sept.	14																		
Oct.	14																		
Nov.	14																		
Dec.	14																		
Jan.1945	14																		
Feb.	14																		
Mar.	14																		
Apr.	14																		
May	14																		
June	11																		
(11) Remainder Scheduled	0																		
(12) Remainder Unscheduled	0																		

Contractor's Representative E. Tail Army (Navy) Representative

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Report For Month Of **November 1945**

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility **Consolidated Vultee Aircraft Corporation** City **Allentown,** State **Penna.**

		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(1) Item No.																			
(2) Model Designation	TBY-1																		
(3) Contracting Agency	Navy																		
(4) Contract No.	NOa(s)-159																		
(5) Contract Date	9/6/43																		
(6) Contract Quantity	1,100																		
(7) Quantity This Month		0	0																
(8) Quantity To Date		0	0																
(9) Future Quantity (6-8)		1,100	1,100																
(10) Estimate By Months (Insert Names Of Months)	May '44	1																	
	June	5																	
	July	5																	
	Aug.	10																	
	Sept.	15																	
	Oct.	20																	
	Nov.	30																	
	Dec.	45																	
	Jan. '45	60																	
	Feb.	80																	
	Mar.	105																	
	Apr.	130																	
	May	150																	
	June	150																	
	July	150																	
	Aug.	146																	
(11) Remainder Scheduled		0																	
(12) Remainder Unscheduled		0																	

H. HUMMEL - PRODUCTION CONTROL SUPERINTENDENT

Contractor's Representative H. Hummel

Army (Navy) Representative J. D. Miller
J. D. Miller
Lieut. (jg), USNR

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes XXX
Gliders
Targets
Link Trainers

Facility CONSOLIDATED VULTEE AIRCRAFT CORP. Vultee Field Division City Vultee Field State California

(1) Item No	1A		1B		2A		2B		3									
(2) Model Designation	BT-13A		BT-13B		BT-13B		SNV-2		V-12 C & D									
(3) Contracting Agency	U.S. Army		U.S. Army		U.S. Army		U.S. Army		China									
(4) Contract No	AC31383		AC31383		AC37821		AC37821		-									
(5) Contract Date	9-8-42		9-8-42		3-4-43		Supp # 1		11-9-39									
(6) Contract Quantity	900		2400		600		650		2									
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	138	148	10	9	0	0	167	156	0	0								
(8) Quantity To Date	900	899	10	9	0	0	167	156	1	1								
(9) Future Quantity (6-8)		1	2390	2391	600	600	483	494	1	1								
(10) Estimate By Months (Insert Names Of Months) Dec. 1943		1	136	124			179	190										
Jan. 1944			292	292			18	18										
Feb.			310	310				0										
Mar.			310															
Apr.			310															
May			310															
June			310															
July			315															
Aug.			97		218													
Sept.					315													
Oct.					67		248											
Nov.							38											
Dec.																		
Jan. 1945																		
Feb.																		
Mar.																		
Apr.																		
May																		
June																		
July																		
Aug.																		
Sept.																		
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contract AC-31383, BT-13A's are completed in November. Recommend Wright Field change their figures to 139 accepted and total quantity to date: 761. Ref. SCC-1406, 11/19/43.

The 286 SNV-2 Airplanes now scheduled for Oct. & Nov. 1944 will be re-scheduled at an earlier date as soon as the Block System Schedules are coordinated with contract requirements.

Contractor's Representative E. E. Gunner for R. D. Brechtbill, Master Scheduler

Army (Navy) Representative Clyde R. Garris Capt AC for LELAND J. JOHNSON, Lt. Col. Air Corps

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [XXXX]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Development Engineering Group City Vultee Field State California

CONSOLIDATED VULTEE AIRCRAFT CORPORATION

(1) Item No.	1-A		1-B		C													
(2) Model Designation	XP-54		XP-54		XA-41													
(3) Contracting Agency	U.S. Army		U.S. Army		U.S. Army													
(4) Contract No	AC15019		AC15019		AC34942													
(5) Contract Date	1-8-42		Supp # 1		4-30-43													
(6) Contract Quantity	1		1		1													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	1*	1	0	0	0	0												
(8) Quantity To Date			0	0	0	0												
(9) Future Quantity (6-8)																		
(10) Estimate By Months (Insert Names Of Months) Dec. 1943																		
Jan. 1944						1												
Feb.																		
Mar.																		
Apr.			1		1													
May																		
June																		
July																		
Aug.																		
Sept.																		
Oct.																		
Nov.																		
Dec.																		
Jan. 1945																		
Feb.																		
Mar.																		
Apr.																		
May																		
June																		
July																		
Aug.																		
Sept.																		
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contract AC34942 has been reduced to one (1) airplane. (the second prototype and skeleton airplane has been cancelled)

* Delivered at Wright Field but not accepted to date

Contractor's Representative C.R. Irvine, Chief Development Engineer

Army (Navy) Representative Clyde R. Gavin Capt AAC
LELAND C. JOHNSON, Lt. Col., Air Corps

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

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Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Consolidated Vultee Aircraft Corp. Fort Worth Division City Fort Worth State Texas

(1) Item No	1		2		3		4		5		6		7		8		9	
(2) Model Designation	B-24H		B-24H		B-24H		B-24J		B-24J		B-24J		C-87		C-87 (RY-1)		AT-22	
(3) Contracting Agency	U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army	
(4) Contract No	18723		18723-1		26992*		26992		26992-1		40715		18723-7		18723-7		18723-7	
(5) Contract Date	5-21-41		4-24-42		5-29-42		5-29-42		12-1-42		Tentative		5-4-43		5-4-43		5-4-43	
(6) Contract Quantity	493		800		70		348		200		500		94		3		10	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	83	72	0	0	2	8	74	76	0	0	0	0	4	5	1	0	0	0
(8) Quantity To Date	225	215	0	0	70	70	192	176	0	0	0	0	64	60	2	0	5	4
(9) Future Quantity (6-8)	268	278	800	800	0	0	156	172	200	200	500	500	30	34	1	3	5	6
(10) Estimate By Months (Insert Names Of Months) Dec. 1943	100	105					93	100										
Jan. 1944	104	100					63	72	37	28								
Feb. "	64	73	36						89	89								
Mar. "			100						74		21							
Apr. "			100								85							
May "			100								95							
Jun. "			100								89							
Jul. "			100								95							
Aug. "			100								83							
Sep. "			100								32							
Oct. "			64															
Nov. "																		
Dec. "																		
(11) Remainder Scheduled													30		1		5	
(12) Remainder Unscheduled																		

* Change Order No. 2

Contractor's Representative R. G. Mayer, Ass't. Div. Mgr.

Army (Navy) Representative Woodhull Smith Capt. A.C. for R. E. Ludick, Lt. Col. A. C.

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CONSOLIDATED VULTEE AIRCRAFT CORPORATION
FORT WORTH DIVISION FORT WORTH, TEXAS

3 December 1943

WJP:dst
18723 FW-501
20992 FW-512
22352 FW-527
34454 FW-157
40715 FW- 45
W33-038-ac 7 FW- 17
W33-038-ac 811 FW- 17

Subject: Aeronautical Monthly Progress Reports for November, 1943 - Numbers 1, 3 and 4

To: Commanding General
Materiel Command
Wright Field, Dayton, Ohio

Attention: Statistical Control Office
Mail Unit Box #40

Via: Army Air Forces Representative

1. Five copies of subject reports for November, 1943 are herewith submitted. An additional copy of A.M.P.R. #4 is inclosed in compliance with SCO-TWX-2347 dated 26 November.

2. Estimated future production of C-87, C-87A, and AT-22 airplanes (columns 7, 8, 9, and 10 of A.M.P.R. #1) is held pending establishment of a definite fuel-tighting program. In the meantime the Contractor is modifying delivered airplanes and airplanes in current production by incorporating fuel cells in lieu of integral wing tanks. A supplement of A.M.P.R. #1 will be submitted as soon as a schedule has been established.

CONSOLIDATED VULTEE AIRCRAFT CORPORATION
FORT WORTH DIVISION

R. G. Meyer
Assistant Division Manager

Inclosures

cc AAF Representative (w/incls.)
District Supervisor MPD (w/incls.)
CF--

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For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [x]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Consolidated Vultee Aircraft Corp. Fort Worth Division City Fort Worth State Texas

(1) Item No.	1		2		3		4		5		6		7		8		9	
(2) Model Designation	B-24H		B-24H		B-24H		B-24J		B-24J		B-24J		C-87		C-87 (RY-1)		AT-22	
(3) Contracting Agency	U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army	
(4) Contract No	18723		18723-1		26992*		26992		26992-1		40715		18723-7		18723-7		18723-7	
(5) Contract Date	5-21-41		4-24-42		5-29-42		5-29-42		12-1-42		Tentative		5-4-43		5-4-43		5-4-43	
(6) Contract Quantity	493		800		70		348		200		500		94		3		10	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	83	72	0	0	2	8	74	76	0	0	0	0	4	5	1	0	0	0
(8) Quantity To Date	225	215	0	0	70	70	122	176	0	0	0	0	64	60	2	0	5	4
(9) Future Quantity (6-8)	268	278	800	800	0	0	156	172	200	200	500	500	30	34	1	3	5	6
(10) Estimate By Months (Insert Names Of Months) Dec. 1943	100	105					93	100										
Jan. 1944	104	100					63	72	37	28								
Feb. "	64	73	36						89	89								
Mar. "			100						74		21							
Apr. "			100								85							
May "			100								95							
Jun. "			100								89							
Jul. "			100								95							
Aug. "			100								83							
Sep. "			100								32							
Oct. "			64															
Nov. "																		
Dec. "																		
(11) Remainder Scheduled													30		1		5	
(12) Remainder Unscheduled																		

* Change Order No.

Contractor's Representative R. G. Mayer, Ass't. Div. Mgr.

Army (Navy) Representative Woodhull H. Smith, Capt. C. / R. B. Ludick, Lt. Col. A. C.

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

NO 1, ACTUAL AND ESTIMATED PRODUCTION

Supplement

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☐

Facility Consolidated Vultee Aircraft Corp. Fort Worth Division — City Fort Worth — State Texas

(1) Item No.	7		8		9		10													
(2) Model Designation	C-87		C-87A(RY-1)		AT-22		C-87													
(3) Contracting Agency	U. S. Army		U. S. Army		U. S. Army		U. S. Army													
(4) Contract No	18723-7		18723-7		18723-7		#33-038ac811													
(5) Contract Date	5-4-43		5-4-43		5-4-43		Tentative													
(6) Contract Quantity	99		3		5 *		101													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	4	5	1	0	0	0	0	0												
(8) Quantity To Date	64	60	2	0	5	4	0	0												
(9) Future Quantity (6-8)	35	38	1	3	0	1	101	101												
(10) Estimate By Months (Insert Names Of Months) Dec. 1943	5	5	0	2		1														
Jan. 1944	10	12	1	1																
Feb. "	14	16																		
Mar. "	6						13													
Apr. "							21													
May "							21													
Jun. "							21													
Jul. "							21													
Aug. "							4													
Sep. "																				
Oct. "																				
Nov. "																				
Dec. "																				
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

Note; Data for Columns 1 through 6, page 1 of 2, and Columns 11 through 15, page 2 of 2, were submitted on AMPR No. 1 with Contractor's letter dated 3 December 1943.

Contractor's Representative R. O. Mayer, Asst. Div. Mgr.

Army (Navy) Representative Woodhull Smith, Lt. Col. A. C. / R. E. Ludick, Lt. Col. A. C.

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Page 1 of 1 Pages (Supplement)

*Change Order No. 10 of Contract 18723-7 reduced from 10 to 5 airplanes by PES-T-1751 dated 12-6-43.

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NOVEMBER, 1943

FIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility CONSOLIDATED VULTEE AIRCRAFT CORP. City NASHVILLE State TENNESSEE

(1) Item No.	1		2		3		4		5		6							
(2) Model Designation	A-35B - VN		A-35B - VN		A-35B - VN		A-35A - VN		A-31C - VN		P-38J							
(3) Contracting Agency	A.A.F.		A.A.F.		A.A.F.		A.A.F.		A.A.F.		A.A.F.							
(4) Contract No.	W535-AC-2,564 Supp.		W535-AC-2,564		DAW-535-AC-119		DAW-535-AC-119		DAW-535-AC-119		W33-038 AC760 (112-45)							
(5) Contract Date	12-10-42		9-22-42		6-28-40		6-28-40		6-28-40		9-16-43							
(6) Contract Quantity	530		400		201		99		100		2000							
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	80	41	0	0	0	0	0	0	0	0						
(8) Quantity To Date	0	0	290	41	201	201	99	99	100	100	0	0						
(9) Future Quantity (6-8)	530	530	110	359	0	0	0	0	0	0	2000	2000						
(10) Estimate By Months (Insert Names Of Months) DEC.	0		70	•														
JAN. 1944	30		40	•														
FEB.	68			•														
MAR.	72																	
APR.	70																	
MAY	70																	
JUNE	70																	
JULY	55																	
AUG.	40																	
SEPT.	35																	
OCT.	20										1							
NOV.											1							
DEC.											3							
JAN. 1945											5							
FEB.											8							
MAR.											13							
APR.											18							
MAY											25							
JUNE											35							
JULY											45							
AUG.											60							
SEPT.											75							
(11) Remainder Scheduled											90							
(12) Remainder Unscheduled											0							
											1621							

- - A grounding order has been placed on all A-35B airplanes at Contractor's plant, by the A.A.F., due to failure of Wright Cyclone #2600-8 engines. As soon as cause of failure is determined and corrected and grounding order lifted, a delivery schedule will be submitted.

NOTE: A-35B acceptance schedule listed is at variance with P-38 schedule. Contractor is requesting "B" series be changed to agree through its Washington offices. Decrease from 80 to 70 per month is made at A.A.F. request so as to facilitate the Model P-38 Program and contract completion is thereby extended from August to October 1944 so as to maintain a skeleton final assembly department until the P-38 will require this personnel.

Contractor's Representative J. H. HENNEN DIVISION MANAGER

Army (Navy) Representative K. O. THORP LT. COL. AIR CORPS

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

3184

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility Consolidated Vultee Aircraft Corporation City New Orleans State Louisiana

(1) Item No.	1		2		3		4													
(2) Model Designation	PBY-5		PBY-5A		PBY-5		PBY-5A													
(3) Contracting Agency	Navy		Navy		Navy		Navy													
(4) Contract No	NOa(s)259		NOa(s)464		Pending		Pending													
(5) Contract Date	8 July '43		12 Aug'43		-- Prog.		-- Prog.													
(6) Contract Quantity	450		120																	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	None	None	None	None	None	None	None	None												
(8) Quantity To Date	None	None	None	None	None	None	None	None												
(9) Balance Quantity (6-8)	450	450	120	120	179	179	215	215												
(10) Estimate By Months (Insert Names Of Months) Dec '43	None	None	None	None	None	None	None	None												
Jan '44	None	None	None	None	None	None	None	None												
Feb	1	1	None	None	"	"	"	"												
Mar	3		None		"		"													
Apr	5		None		"		"													
May	10		None		"		"													
June	20		None		"		"													
July	30		None		"		"													
Aug	40		None		"		"													
Sept	40		None		"		"													
Oct	40		2		"		"													
Nov	40		10		"		"													
Dec	40		18		"		"													
Jan '45	40		25		"		"													
Feb	40		35		"		"													
Mar	40		30		"		5													
Apr	40				"		35													
May	21				19		35													
June					40		35													
July					40		35													
Aug					40		35													
Sept					40		35													
(11) Remainder Scheduled	None		None		None		None													
(12) Remainder Unscheduled	None		None		None		None													

Contractor's Representative Signed: Wm. Nelson
William Nelson
Division Manager

Army (Navy) Representative Signed: John S. Minor
For C. F. Cotton
Inspector of Naval Aircraft

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* For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

CONSOLIDATED VULTEE AIRCRAFT CORPORATION
Facility San Diego Division City San Diego State California

(1) Item No.	10		11																
(2) Model Designation	PB2Y-3		PB4Y-2																
(3) Contracting Agency	Navy		Navy																
(4) Contract No.	NOa-78903		NOa(s) 855																
(5) Contract Date	6-30-41		* 5-8-43																
(6) Contract Quantity	** 10		663																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month			*** 1	*** 1															
(8) Quantity To Date			*** 2	*** 2															
(9) Future Quantity (6-8)			661	661															
(10) Estimate By Months (Insert Names Of Months)																			
1943 December			*** 1																
1944 January																			
February			1																
March	(a) 10		3																
April			7																
May			15																
June			25																
July			37																
August			50																
September			65																
October			80																
November			95																
December			110																
1945 January			120																
February			52																
March																			
April																			
May																			
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

** Original Quantity was 54
Balance cancelled.

*** Prototype

(a) Balance of 41 Airplanes has been delivered to Rohr Aircraft for Modification to Navy transports.

Contractor's Representative J. A. Thomann

Army (Navy) Representative B. J. SAUNDERS, JR.
Lt. Colonel, Air Corps
A. A. F. Resident Representative

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Report for Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Consolidated Vultee Aircraft Corp.
Facility San Diego Division City San Diego State California

(1) Item No	1		2		3		4		5		6		7		8		9	
(2) Model Designation	B-24J		B-24J		B-24J		B-24J		B-24		C-87		XB-32		PBY-5A		PB2Y-3	
(3) Contracting Agency	Army		Army		Army		Army		Army		Army		Army		Navy		Navy	
(4) Contract No	AC 30461		AC 35312		AC 40033		AC 40033		AC 40033		AC 1675		AC 15549		NOa(s) 464		NOs 73903	
(5) Contract Date	6-29-42		11-30-42		* 4-17-43		* 5-21-43		Unassigned		Unassigned		8-24-40		8-12-43		11-19-40	
(6) Contract Quantity	551		900		2000		300		2200		125		3		550		290	
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	12	32	238	200									0	0	60	61	0	12
(8) Quantity To Date	551	551	238	200									1	1	195	195	169	167
(9) Future Quantity (6-8)	0	0	662	700									2		355	355	31	33
(10) Estimate By Months (Insert Names Of Months) 1943 Dec			255	280											60	60	(a) 6	
1944 Jan			250	250									1		60	60	(a) 12	
Feb			157	170	93	80									60	60	(a) 11	
Mar					270										55		(a) 2	
Apr					250						1							
May					270						3							
June					260						5							
July					260						8							
Aug					262						10							
Sept					251						12							
Oct					84		163				14							
Nov							137		103		16							
Dec									240		18							
1945 Jan									240		20							
Feb									240		18							
Mar									240									
Apr									240									
May									240									
(11) Remainder Scheduled																		
(12) Remainder Unscheduled									657									

No. 3 Airplane acceptance will be contingent upon contemplated changes as will be established by change order No. 13 to original contract.

Balance of 125 airplanes to be transferred to New Orleans Division

*Letter of Intent

Contractor's Representative E. E. Quann, Gov't Reports Section Contract Department

Army (Navy) Representative B. J. SAUNDERS, JR. Lt. Colonel, Air Corps A. A. F. Resident Representative

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Stinson Division — City Wayne — State Michigan

Consolidated Vultee Aircraft Corp.

(1) Item No	1		2		3		4		5									
(2) Model Designation	AT-19WW		AT-19WW		L-5WW		L-5WW		L-5WW									
(3) Contracting Agency	USA-AAF		USA-AAF		USA-AAF		USA-AAF		USA-AAF									
(4) Contract No	DAW535ac1072		Supp.Agt.#10 W535ac1072		W535ac34453		Supp.Agt.#3 W535ac34453		Supp.Agt.#4 W535ac34453									
(5) Contract Date	1-29-42		9-22-43		11-27-42		8-17-43		9-22-43									
(6) Contract Quantity	250		250		850		850		1500									
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	25	26			150	155												
(8) Quantity To Date	206	204			701	681												
(9) Future Quantity (6-8)	44	46			149	169												
(10) Estimate By Months (Insert Names Of Months) December	26	26			149	150	1											
January, 1944	18	20	3	1		19	135	116										
February			21	21			125	125										
March			23				110											
April			20				100											
May			22				104											
June			22				104											
July			20				100											
August			23				71		37									
September			20						100									
October			22						104									
November			21						100									
December			20						100									
January, 1945			13						104									
February									96									
March									108									
April									100									
May									104									
(11) Remainder Scheduled																		
(12) Remainder Unscheduled									547									

Contractor's Representative W. W. Stetson

Army (Navy) Representative E. Curtis
E. CURTIS
MAJOR AIR CORPS
ARMY AIR FORCES RESIDENT REPRESENTATIVE

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Report For Month Of November 1943
Date December 1, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Bureau No. 49-R041.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility Curtiss-Wright Corporation Airplane Division City Buffalo State New York

(1) Item No	1	2	3	4	5	6	7	8	9	10
(2) Model Designation		P-40N	P-40	P-47G	C-46	C-46	R5C-1	C-46	C-46	C-46
(3) Contracting Agency		Army	Army	Army	Army	Army	Navy	Army	Army	Army
(4) Contract No		ac-34423	ac-34423	ac-24545	ac-19174	ac-24581	ac-24581	ac-24581	ac-24581	ac-24581
(5) Contract Date		1-25-43		1-31-43	5-20-41	6-1-41	6-1-41	10-7-42	12-18-42	
(6) Contract Quantity		4000	1000	354	256	150	120	300	200	1000
		(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del
(7) Quantity This Month		422 ✓ 344		55 ✓ 29	58 ✓ 30					
(8) Quantity To Date		3018 2919		252 220	170 135					
(9) Future Quantity (6-8)		982 1081	1000	102 134	86 121	150	120	300	200	1000
(10) Estimate By Months (Insert Names Of Months)	December	400		45	53	← OFF THE LINE PRODUCTION and READY for AAF ACCEPTANCE				
	January 1944	300		45	33	27	BASED UPON CURTISS-WRIGHT FLIGHT			
	February	200		12		70	See Note *** Below			
	March	82	18			53	27			
	April		100				90			
	May		100				3	97		
	June		100					110		
	July		100					93	27	
	August		100						130	
	September		100						43	97 NAVY
	October		100							140 +10
	November		100							140 +10
	December		100							140 +10
	January 1945		82							140 +10
	February									140 +10
	March									150 NEXT
	April									53 PAGE

Schedules indicated are subject to change based upon improvement in the MAN POWER SITUATION in Buffalo area and upon reduction in labor turnover.

*** December A.A.F. Acceptance if based on B-8 Inspection Dec. 1943 P-40 275 * P-47 40 C-46 40
P-40 360**

* A.A.F. Allocation requires 15 P-40 Flight Deliveries per day - Weather conditions and Hangar Facilities due to B-8 Government Inspection Requirements prohibits an increase of 150% in Flight Airplane output on short notice, it is therefore expected that a deficiency of 125 airplanes will accrue by December 31st if based on B-8 Inspection requirements.

** In the event A.A.F. Allocation can be changed to increase the Crated Airplane requirements by an additional 100 airplanes, the Acceptances and Deliveries can be increased to 360 P-40's in similar ratio (Crate 260 and Flight 240) it would be based on B-8 Inspection and would absorb the undelivered flight airplanes at this Plant.

RECEIVED 6 DEC 1943 WRIGHT AERONAUTICAL CORP. BUFFALO, N.Y. C-W

Contractor's Representative

Edwin J. Ducayet
Contract Manager

Army (Navy) Representative

for Walter E. Richards, Col. A.C.
A.A.F. Resident Representative

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Report For Month Of November 1943
Date December 1, 1943
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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Bud. of Bureau No. 43-R046.1
Approval Expires 1-15-44

Airplanes
Gliders
Targets
Link Trainers

Facility Curtiss-Wright Corporation Airplane Division City Buffalo State New York

(1) Item No	1	2	3	4	5	6	7	8	9	10
(2) Model Designation		P-40N	P-40	P-47B	C-46	C-46	R5C-1	C-46	C-46	C-46
(3) Contracting Agency		Army	Army	Army	Army	Army	Navy	Army	Army	Army
(4) Contract No		ac-34423	ac-34423	ac-24545	ac-19174	ac-24581	ac-24581	ac-24581	ac-24581	ac-24581
(5) Contract Date		1-25-43		1-31-43	5-29-41	6-1-41	6-1-41	10-7-42	12-18-42	
(6) Contract Quantity		4000	1000	354	256	150	120	300	200	1000
		(a) Acc. (b) Del.	(a) Acc. (b) Del.	(a) Acc. (b) Del.	(a) Acc. (b) Del.	(a) Acc. (b) Del.	(a) Acc. (b) Del.	(a) Acc. (b) Del.	(a) Acc. (b) Del.	(a) Acc. (b) Del.
(7) Quantity This Month		422 ✓ 344		55 ✓ 29	58 ✓ 30					
(8) Quantity To Date		3018 2919		252 220	170 135					
(9) Future Quantity (6-8)		982 1081	1000	102 134	86 121	150	120	300	200	1000
(10) Estimate By Months (Insert Names Of Months)	December	400		45	53	27				
	January 1944	300		45	33	70				
	February	200		12		53	27			
	March	82	18				90			
	April		100				3	97		
	May		100					110		
	June		100					93	27	
	July		100						130	
	August		100						43	97 Navy
	September		100							140 "
	October		100							140 "
	November		100							140 "
	December		100							140 "
	January 1945		82							140 "
	February									140 "
	March									140 Navy
	April									53 Proj.

OFF THE LINE PRODUCTION and READY For AAF ACCEPTANCE BASED UPON CURTISS-WRIGHT FLIGHT See Note *** Below

Schedules indicated are subject to change based upon improvement in the MAN POWER SITUATION in Buffalo area and upon reduction in labor turnover.

*** December A.A.F. Acceptance if based on B-8 Inspection
Dec. 1943 P-40 275 * P-47 40 C-46 40
P-40 360**

* A.A.F. Allocation requires 15 P-40 Flight Deliveries per day - Weather conditions and Hangar Facilities due to B-8 Government Inspection Requirements prohibits an increase of 150% in Flight Airplane output on short notice, it is therefore expected that a deficiency of 125 airplanes will accrue by December 31st if based on B-8 Inspection requirements.

** In the event A.A.F. Allocation can be changed to increase the Crated Airplane requirements by an additional 200 airplanes, the Acceptances and Deliveries can be increased to 360 P-40's in similar ratio (Crate 260 and Flight 140) it would be based on B-8 Inspection and would absorb the undelivered Flight airplanes at this Point.

RECEIVED
BUFFALO, N.Y. C.W.K.
Contract Office Representative

Army, (Navy) Representative
Edwin J. Ducayet
Contract Manager

Walter E. Richards, Col. A.C.
A.A.F. Resident Representative

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT C-9

NO 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Curtiss-Wright Corporation City Columbus State Ohio

(1) Item No	1		2		3		4		5		6		7					
(2) Model Designation	SO3C-3		SB2C-1		SB2C-3		SB2C-2		XBTC-2		XSC		SC					
(3) Contracting Agency	Navy AA-1		Navy AA-1		Navy AA-1		Navy AA-1		Navy AA-1		Navy AA-1		Navy AA-1					
(4) Contract No	NOa(s)1608		NOa(s)1609		NOa(s)1609		NOa(s)1609		NOa(s)232		NOa(s)230		NOa(s)231					
(5) Contract Date																		
(6) Contract Quantity	200		978		2593		294		2		2		500					
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	47	45	158	100														
(8) Quantity To Date	130	124	542	360														
(9) Future Quantity (6-8)	70	76	436	618	2593		294		2		2		500					
(10) Estimate By Months (Insert Names Of Months) Dec.	25	31	136	182														
Jan.	25	25	146	220							1							
Feb.	20	20	140	202	23	23					1							
Mar.			14		115								1					
Apr.					150								2					
May					185								2					
June					225				1				1					
July					20		245						2					
Aug.					246		49		1				7					
Sept.					300								24					
Oct.					300								52					
Nov.					300								75					
Dec.					300								75					
Jan.					300								75					
Feb.					129								75					
Mar.													75					
Apr.													34					

(1) Remainder Scheduled

(2) Remainder Unscheduled

This document contains information affecting the National Defense of the United States within the meaning of the espionage act, 50 U.S.C. 31 and 32, as amended. Its revelation of its contents, in any manner to an unauthorized person is prohibited by law.

Contractor's Representative _____ (Navy) Representative

A. C. WARD
Ensign, USNR
By Direction

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT C-9

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R-18
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility Curtiss-Wright Corporation City Columbus State Ohio

OFF LINE

(1) Item No	1	2	3	4	5	6	7
(2) Model Designation	SO3C-3	SB2C-1	SB2C-3	SB2C-2	XBTC-2	XSC	SC
(3) Contracting Agency	Navy AA-1	Navy AA-1	Navy AA-1	Navy AA-1	Navy AA-1	Navy AA-1	Navy AA-1
(4) Contract No	NOa(s)1608	NOa(s)1609	NOa(s)1609	NOa(s)1609	NOa(s)232	NOa(s)230	NOa(s)231
(5) Contract Date							
(6) Contract Quantity	200	978	2593	294	2	2	500
	(a) (b) OFF LINE	(a) (b) OFF LINE	(a) (b) OFF LINE	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del	(a) Acc (b) Del
(7) Quantity This Month	27	105					
(8) Quantity To Date	740	706					
(9) Future Quantity (6-8)	60	272					
(10) Estimate By Months (Insert Names Of Months) Dec.	25	100	8				
Jan. 1944	25	100	12				
Feb.	10	72	28				1
Mar.			125				2
Apr.			155				2
May			190				1
June			200	30			2
July			6	264			7
Aug.			300				24
Sept.			300				52
Oct.			300				75
Nov.			300				75
Dec.			300				75
Jan. 1945			300				75
Feb.			69				75
Mar.							34

(11) Remainder Scheduled

(12) Remainder Unscheduled

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Contractor's Representative [signature] Army (Navy) Representative

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For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Curtiss-Wright Corporation City Louisville State Kentucky

(1) Item No.	1		2																
(2) Model Designation	C-76		C-46																
(3) Contracting Agency	Army		Army																
(4) Contract No.	AC-27018		AC-40618*																
(5) Contract Date	8-21-42		8-31-43																
(6) Contract Quantity	25		998**																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	2	2	0	0															
(8) Quantity To Date	15	14***	0	0															
(9) Future Quantity (6-8)	10	11	998	998															
(10) Estimate By Months (Insert Names Of Months) Dec.	7	7																	
Jan 1944	3	4																	
Feb.			1																
Mar.			2																
Apr.			4																
May			6																
June			8																
July			12																
Aug.			18																
Sept.			24																
Oct.			32																
Nov.			41																
Dec.			51																
Jan. 1945			60																
Feb.			70																
Mar.			80																
Apr.			90																
May			96																
(11) Remainder Scheduled			403																
(12) Remainder Unscheduled																			

* Letter Contract

** Total Contract quantity 1000. This Contractor's St. Louis Plant will manufacture and deliver the first two airplanes, and will manufacture major units for the balance shown here, which will be assembled and delivered from Louisville.

*** One airplane delivered to AAF Materiel Command and returned to Contractor for further flight data.

Contractor's Representative
Henry K. Morritt
Contract Manager

Army (Navy) Representative

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes XXX
Gliders
Targets
Link Trainers

Facility Curtiss-Wright Corporation City Saint Louis State Missouri

(1) Item No.	1	2	3	
(2) Model Designation	A-25A	XP-55	C-46A	C-46A
(3) Contracting Agency	Army	Army	Army	St. Louis "Shipsworth" Shipments To Louisville
(4) Contract No.	38348	29013	40618	
(5) Contract Date	6/1/43	6/4/42	3/31/43	
(6) Contract Quantity	(A) 900	3	1000	
	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del
(7) Quantity This Month	109 / 79	1 (B) /	- / -	- /
(8) Quantity To Date	485 / 426	1 / 1	- / -	- /
(9) Future Quantity (6-8)	415 / 464	2 / 2	(C)	998 (D) /
Dec	110 / 146	/ 1	1 / -	4 /
Jan 1944	110 / 110	1 / 1	1 / -	4 /
Feb	100 / 100	/	(C) / 2	4 /
Mar	69 /	1 /	/	8 /
Apr	26 /	/	/	10 /
May	/	/	/	11 /
Jun	/	/	/	12 /
Jul	/	/	/	16 /
Aug	/	/	/	18 /
Sep	/	/	/	30 /
Oct	/	/	/	34 /
Nov	/	/	/	43 /
Dec	/	/	/	60 /
Jan 1945	/	/	/	- /
Feb	/	/	/	/
Mar	/	/	/	/
Apr	/	/	/	/
May	/	/	/	/
(10) Remainder Scheduled	/	/	/	744 /
(11) Remainder Unscheduled	/	/	/	/

(10) Estimate By Months (Insert Names Of Months)

(A) Materiel Command TSXPD-T-6225 dated 11/29/43 reduced contract airplane quantity to 900.

(B) First airplane crashed in testing.

(C) First two airplanes will be delivered from here; balance of contract will be assembled, accepted & delivered from Contractor's Louisville facility. The latter facility's APPR #1 for November and after will show schedule of 998 airplanes.

(D) Preliminary shipment schedule for "Shipsworth" (center panel, outer panel, fuselage in 4 sections & misc. parts).

Contractor's Representative E. A. Warren, Contract Manager

Army (Navy) Representative R. H. Reakirt, Major, Army Air Forces

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Douglas Aircraft Co., Inc. City Chicago State Illinois

(1) Item No.		1		2															
(2) Model Designation		C-54A		C-54A															
(3) Contracting Agency		Army Cargo		Army Cargo															
(4) Contract No		W535 AC27311		W535 AC27311															
(5) Contract Date		6-27-42		6-27-42															
(6) Contract Quantity		600		75															
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		2	2	0	0														
(8) Quantity To Date		5	5	0	0														
(9) Future Quantity (6-8)		595	595	75	75														
1943	December	4	4	0	0														
1944	January	5	5	0	0														
	February	12	12	0	0														
	March	22		0															
	April	29		0															
	May	39		0															
	June	48		0															
	July	50		0															
	August	65		0															
	September	63		0															
	October	69		0															
	November	69		0															
	December	72		0															
1945	January	48		28															
	February	0		47															
	March	0		0															
	April	0		0															
	May	0		0															
	June	0		0															
	July	0		0															
	August	0		0															
	September	0		0															
(10) Estimate Months (Insert Names Of Months)																			
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative J. D. Weaver Army (Navy) Representative Alexander A. Hawley Lt Col AC

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Douglas Aircraft Company, Inc. City El Segundo State California

(1) Item No	1 (A)		2 (B)		3 (C)		4 (C)		5 (D)		6 (E)		7					
(2) Model Designation	XA-26		SBD-5		SBD-5		SBD-6		XSB2D-1		BTD-1		XTB2D-1					
(3) Contracting Agency	Army		Navy		Navy		Navy		Navy		Navy		Navy					
(4) Contract No	W535-ac17946		NXs 6970		NOa(s)269		NOa(s)269		NOs 88707		NOa(s)743		NOa(s)268					
(5) Contract Date	5-28-41		12-1-42		9-30-43		9-30-43		6-30-41		9-30-43		Tentative					
(6) Contract Quantity	3		1265		1700		1300		2		623		2					
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	1	1	281	281	0	0	0	0	0	0	0	0				
(8) Quantity To Date	2	2	1265	1265	783	760	0	0	0	0	0	0	0	0				
(9) Future Quantity (6-8)	1	1	0	0	917	940	1300	1300	2	2	623	623	2	2				
(10) Estimate By Months (Insert Names Of Months) December, 1943	1	1			288	238												
January, 1944					209	209												
February					200	200												
March					216													
April					54		146											
May							208				7							
June							212				14							
July							180				32							
August							174				54							
September							156				71							
October							116				89							
November							104				106							
December							4				117		2					
January, 1945											120							
(11) Remainder Scheduled											13							
(12) Remainder Unscheduled																		

Contractor's Representative T. E. Springer
T. E. Springer
Manager

Army (Navy) Representative
C. F. JARLSON
COLONEL, AIR CORPS
AAF RESIDENT REPRESENTATIVE
DOUGLAS AIRCRAFT COMPANY, INC. PLANTS
WESTERN PROCUREMENT DISTRICT

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For Month of November, 1943

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Douglas Aircraft Co., Inc., El Segundo, California

REMARKS:

(A) Item 1, XA-26 Airplanes. Two airplanes have been accepted and delivered. The third airplane is undergoing test prior to delivery.

(B) Item 2, SBD-5 Airplanes. All airplanes on this contract have been accepted and delivered. This contract will not be reported in future reports.

(C) Items 3 and 4, SBD-5 and SBD-6 Airplanes. In accordance with the Bureau of Aeronautic's request the production rate on the SBD-5 and -6 airplanes will be reduced to allow greater amounts of labor and working area to be devoted to production of the BTD-1. The schedule shown in this report has been made in keeping with this request.

(D) Item 5, XSB2D-1 Airplanes. These two prototype airplanes have been completed and have undergone a number of test flights. As a result of these flights numerous changes have been necessitated. Acceptance and delivery is consequently dependent upon the outcome of future test flights incorporating these changes and they are therefore unscheduled.

(E) Item 6, BTD-1 Airplanes. As a result of the program of conversion from SB2D-1 to BTD-1 described in A.M.P.R. #1 for October, remarks (E), item 6, BTD-1 airplanes, the first thirteen airplanes, which are service test airplanes, are in effect experimental airplanes in that varying configurations of control surfaces, different installations and other changes are incorporated. The final design of the airplanes as they will be accepted and delivered is indeterminable at this time as it is dependent upon the result of the flight tests. The dates previously shown for acceptance and delivery of the first thirteen airplanes are actually the dates on which initial flight has been anticipated. As it is not possible to state accurately the dates of acceptance and delivery, these first thirteen airplanes are carried as unscheduled.

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Douglas Aircraft Company, Inc. City Long Beach State California

(1) Item No	TOTAL		1		2				TOTAL		3		4		5		6	
(2) Model Designation	A-26B		A-26B		A-26B				B-17G		B-17G		B-17G		B-17G		B-17G	
(3) Contracting Agency	AIRPLANES		ARMY						AIRPLANES		ARMY		ARMY		ARMY			
(4) Contract No	INCLUDING		AC-21393		FILL-IN				INCLUDING		AC-20291(S3)		AC-20291(S6)		AC-40032		FILL-IN	
(5) Contract Date	FILL-IN		10-31-41						FILL-IN		2-26-42		2-8-43		Let Of Intent			
(6) Contract Quantity	1,307		500		807				2,518		500		250		1,000		768	
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	1	1	1	1	0	0			88	88	88	88	0	0	0	0	0	0
(8) Quantity To Date	3	3	3	3	0	0			341	341	341	341	0	0	0	0	0	0
(9) Future Quantity (6-8)	1,304	1,304	497	497	807	807			2,177	2,177	159	159	250	250	1,000	1,000	768	768
(10) Estimate By Months (Insert Names Of Months)																		
Dec. 1943	3	3	3	3					92	92	92	92						
Jan. 1944	5	5	5	5					91	91	67	67	24	24				
Feb.	9	9	9	9					96	96			96	96				
Mar.	10		10						98				98					
Apr.	12		12						100				32		68			
May	14		14						100						100			
Jun.	19		19						100						100			
Jul.	26		26						100						100			
Aug.	37		37						100						100			
Sep.	46		46						100						100			
Oct.	58		58						100						100			
Nov.	71		71						100						100			
Dec.	80		80						100						100			
Jan. 1945	96		96						100						100			
Feb.	89		11		78				100						32		68	
Mar.	105				105				100								100	
Apr.	100				100				100								100	
May	108				108				100								100	
Jun.	104				104				100								100	
Jul.	104				104				100								100	
Aug.	108				108				100								100	
Sep.	100				100				100								100	
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative for J. A. HUGGINS - MANAGER

Army (Navy) Representative James T. Workman
JAMES T. WORKMAN, Major, Air Corps, A.A.F. Factory Representative
For O. F. CARLSON, Colonel, Air Corps, A.A.F. Resident Representative

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R0481
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Douglas Aircraft Company, Inc. City Long Beach State California

(1) Item No	7				8														
(2) Model Designation	C-47A				C-74														
(3) Contracting Agency	ARMY				ARMY														
(4) Contract No	AC-32725				AC-27042														
(5) Contract Date	12-4-42				6-25-42														
(6) Contract Quantity	2,000				51														
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	172	172			0	0													
(8) Quantity To Date	288	288			0	0													
(9) Future Quantity (6-8)	1,712	1,712			51	51													
(10) Estimate By Months (Insert Names Of Months)																			
Dec. 1943	165	165																	
Jan. 1944	169	169																	
Feb.	167	167																	
Mar.	185																		
Apr.	175																		
May	189																		
Jun.	182																		
Jul.	182																		
Aug.	175																		
Sep.	123																		
Oct.																			
Nov.																			
Dec.																			
Jan. 1945																			
Feb.																			
Mar.																			
Apr.																			
May																			
Jun.					1														
Jul.																			
Aug.					1														
Sep.					2														
(11) Remainder Scheduled					47														
(12) Remainder Unscheduled																			

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November, 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R046
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility Douglas Aircraft Company, Inc. Oklahoma City Plant — City Oklahoma City — State Oklahoma

(1) Item No	1		2		3															
(2) Model Designation	C-47A		R4D-5		C-47A															
(3) Contracting Agency	Army		Army for Navy		Army															
(4) Contract No	W535ac28405		W535ac28405		W535ac40652															
(5) Contract Date	9-19-42		9-19-42		6-15-43 (Letter of Intent)															
(6) Contract Quantity	1,800		200		2,000															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	79	68	6	6																
(8) Quantity To Date	305	293	30	29																
(9) Future Quantity (6-8)	1,495	1,507	170	171																
(10) Estimate By Months (Insert Names Of Months) December 1943	104	110	6	6																
January 1944	126	125	14	14																
February	148	147	17	17																
March	186		20																	
April	207		23																	
May	225		25																	
June	234		26																	
July	234		26																	
August	31		13		226															
September					270															
October					270															
November					270															
December					260															
January 1945					280															
February					250															
March					174															
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

Contractor's Representative C. Pearson
C. C. Pearson Manager

Army (Navy) Representative Geo. T. Chadwell
GEORGE T. CHADWELL
Lt. Colonel, Air Corps
Army (or Navy) Representative

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility Douglas Aircraft Co., Inc. City Santa Monica State California

(1) Item No	1	2	3	4	5	6	7
(2) Model Designation	A-20G	A-20H	A-20H	R5D-1	C-54A	C-54A	XA-42
(3) Contracting Agency	Army	Army	Unallocated	Army for Navy	Army	Army	Army
(4) Contract No	AC-32732	AC-40035		AC-20284	AC-20284	W33-038AC361	AC-40188
(5) Contract Date	1-25-43	Tentative	Tentative	7-31-42	2-11-43	Tentative	Tentative
(6) Contract Quantity	2,200	2,000	3,000	45	75	150	3
	(a) Acc. (b) Del	(a) Acc. (b) Del	(a) Acc. (b) Del	(a) Acc. (b) Del	(a) Acc. (b) Del	(a) Acc. (b) Del	(a) Acc. (b) Del
(7) Quantity This Month	210 210			6 6			
(8) Quantity To Date	458 458			6 6			
(9) Future Quantity (6-8)	1,742 1,742	2,000 2,000	3,000 3,000	39 39	75 75	150 150	3 3
(10) Estimate By Months (Insert Names Of Months)							
1943 Dec.	248 248			6 6			
1944 Jan.	256 256	5		6 6			
Feb.	271 271	4 5		6 6			
Mar.	278	8		6			
Apr.	277	9		6			
May	275	11		6			
June	137	149		3	3		
July		286			6		
Aug.		286			6		
Sept.		286			6		
Oct.		286			7		
Nov.		286			9		
Dec.		286			10		
1945 Jan.		98	188		10		
Feb.			286		11		
Mar.			286		7	5	
Apr.			286			12	
May			286			13	
June			286			13	
July			286			13	
Aug.			286			13	
Sept.			286			13	
(11) Remainder Scheduled			524			68	
(12) Remainder Unscheduled							3

Contractor's Representative

F. W. Conant,
Vice President

Army (Navy) Representative

COLONEL, AIR CORPS
AAF RESIDENT REPRESENTATIVE
DOUGLAS AIRCRAFT COMPANY, INC. PLANTS
WESTERN PROCUREMENT DISTRICT

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OPC:gd

1 December 1943

Subject: Comments on A.H.P.R.

To: Commanding General
AAF Materiel Command
Wright Field
Dayton, Ohio

ATTENTION: Statistical Control Office

1. This office concurs in the contractor's estimate of 248 acceptances and deliveries on Contract W535 AC-32732 and six acceptances and deliveries on Contract W535 AC-20284 for the month of December.

2. The steady rate of airframes being processed in the initial fabrication stage, plus a steady rate emerging from final assembly, is assurance of above acceptances. This rate is being maintained with the total labor load as specified in A.H.P.R. #2, and it is the opinion of this office that the estimate specified for January may be achieved if an excess turnover in labor is not experienced in the immediate future. It is to be noted at this time that in A.H.P.R. #2, sufficient direct labor will be required to maintain a "level" delivery schedule concurrent with the W-8 for March and subsequent months.

3. Because of the rate of production experienced at the present time, outside manufacturing vendors have found difficulty in maintaining schedules on the same level as the contractor on certain outside manufactured items. This office is offering assistance daily to the contractor's Materiel Division, and it is believed that not too much difficulty will be encountered in this report month. A gradual decrease in the number of items short on this date is believed to be forthcoming within the next 15 day period.

4. Inclement weather at this particular time of the year may prove to be a potential hindrance for the current month. However, this activity will take advantage of clear days to expedite and absorb any pool of accepted airplanes that may accumulate.

O. F. CARLSON
Colonel, Air Corps
AAF Resident Representative
Douglas Aircraft Company, Inc., Plants
Western Procurement District

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Douglas Aircraft Co., Inc. City Tulsa State Oklahoma

(1) Item No	1		2		3		4		5				B-24H		RA-24B		A-26B	
(2) Model Designation	B-24E & H		B-24H		RA-24B		A-26B		A-26B									
(3) Contracting Agency	AAF		AAF		AAF		AAF		AAF									
(4) Contract No	ac-18722		ac-18722		ac-28716		ac-34433		tentative									
(5) Contract Date	5-20-41		*4-11-42		12-1-42		2-10-43											
(6) Contract Quantity	600		1000		615		500		1600									
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	78	83	0	0	114	117	0	0	0	0								
(8) Quantity To Date	321	307	0	0	501	496												
(9) Future Quantity (6-8)	279	293	1000	1000	113	118												
(10) Estimate By Months (Insert Names Of Months) Dec	65	78			113	118												
Jan	78	78					1											
Feb	72	72					1											
Mar	64		14				2											
Apr.			78				3											
May			60				5											
June			24				10											
July							17											
Aug							28											
Sept							38											
Oct							51											
Nov							77											
Dec							100											
Jan							139											
Feb							28		121									
Mar									196									
Apr									209									
May									255									
(11) Remainder Scheduled																		
(12) Remainder Unscheduled									819									

AAFRR FORECAST - ADJUSTMENT OF OUR T-6972 DATED 25 NOVEMBER 1943

DEC	62	62	113	113	0	0
JAN	62	65	0	0	1	0

Additional B-24 acceptances depend on date extra KD sets received from Ford

% Ship #42-54708 A-24B Destroyed 11-9 on AAF Acceptance flight leaving 614 for total to be accepted and delivered.

* Supplement #1

** A total of (20) additional KD's diverted from Ford to Tulsa - (10) in November and (10) in December.

Contractor's Representative for H. O. Williams, Plant Manager

Army (Navy) Representative H. A. Strauss, Col., A.C., AAF Resident Representative

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Report For Month Of NOVEMBER, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility GENERAL MOTORS CORPORATION — EASTERN AIRCRAFT-LINDEN DIVISION — City LINDEN — State NEW JERSEY

(1) Item No	1		2		3													
(2) Model Designation	FM-1		FM-2		FM-2													
(3) Contracting Agency	NAVY		NAVY		NAVY (LET. OF INTENT)													
(4) Contract No	99036		99036		NOa(s)227													
(5) Contract Date	4-18-42		4-18-42		4-22-43													
(6) Contract Quantity	1150		1250		2050													
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	133	175	60	45														
(8) Quantity To Date	1106	1102	69	52														
(9) Future Quantity (6-8)	4	8	1181	1198	2050	2050												
(10) Estimate By Months (Insert Names Of Months)																		
1943 DECEMBER	4	8	241	258														
1944 JANUARY			275	275														
FEBRUARY			300	300														
MARCH			300															
APRIL			65		235													
MAY					300													
JUNE					300													
JULY					300													
AUGUST					300													
SEPTEMBER					300													
OCTOBER					300													
NOVEMBER					300													
DECEMBER					300													
1945 JANUARY					215													
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative _____ Army (Navy) Representative _____

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For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Eastern Aircraft Division, General Motors Corporation City Trenton State New Jersey

(1) Item No	1		2		3		4													
(2) Model Designation	TBM-1		TBM-1		TBM-1		TBM-3 Class TTE													
(3) Contracting Agency	Navy		Navy		Navy		Navy													
(4) Contract No	NOs 98837		NOs 98837		NOa(s)228		NOa(s) 228													
(5) Contract Date	3/23/43		5/27/43		L/I 1/21/43		L/I 1/21/43													
(6) Contract Quantity	1200		300		1000		2277													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	205	214	None	None	None	None	None	None												
(8) Quantity To Date	912	910	None	None	None	None	None	None												
(9) Future Quantity (6-8)	288	290	300	300	1000	1000	2277	2277												
(10) Estimate By Months (Insert Names Of Months) December 1943	240	242																		
January 1944	48	48	212	212																
February			88	88	192	192														
March					300															
April					300															
May					208		92													
June							300													
July							300													
August							300													
September							300													
October							300													
November							300													
December							300													
January 1945							85													
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

...rative _____ Army (Navy) Representative _____

T. Hanson

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility: Fairchild Aircraft Division of Fairchild Engine & Airplane Corporation — City: Burlington — State: North Carolina

(1) Item No		1.																	
(2) Model Designation		AT-21																	
(3) Contracting Agency		U. S. Army																	
(4) Contract No		AC-25906																	
(5) Contract Date		5-4-42																	
(6) Contract Quantity		475 *																	
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		1	1																
(8) Quantity To Date		4	2																
(9) Future Quantity (6-8)		470	472																
1943	December	4	5 **																
1944	January	6	6																
	February	10	10																
	March	15																	
	April	20																	
	May	25																	
	June	30																	
	July	35																	
	August	40																	
	September	45																	
	October	45																	
	November	45																	
	December	45																	
1945	January	45																	
	February	45																	
	March	15																	
(10) Estimate Months (Insert Names Of Months)																			
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

* One T-21 airplane on this contract is reported in A.A.F.S.D. of Fairchild Aircraft Division, Hagerstown, Md.

** Including one T-21 airplane completed November 29, possibly for acceptance November 30.

Contractor's Representative: V. A. Johnson 11/29
V. A. Johnson
Production Manager

Army (Navy) Representative: David M. Cullen
David M. Cullen, Capt., AC
AAF Resident Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility FAIRCHILD AIRCRAFT City HAGERSTOWN State MARYLAND

		1		2		3		4		5		6		7		8		9	
(1) Item No.																			
(2) Model Designation		PT-19A		PT-19A		PT-19A		PT-26		UC-61A		UC-61A		C-82		AT-21		XAT-13&14	
(3) Contracting Agency		AAF		AAF		AAF		AAF		AAF		AAF		AAF		AAF		AAF	
(4) Contract No.		AC-29835		AC-29835		AC-1641		AC-41303		AC-28355		AC-1679		AC-124		AC-25806		AC-18565	
(5) Contract Date		7-29-42		3-18-43		Lett.11-12-43		Lett.7-16-43		6-19-42		Lett.11-18		10-28-43		3-30-43		4-9-41	
(6) Contract Quantity		1000		Supp.7		1000		270		625		190		100		Supp.7 1		2	
		(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month		135	145	None	None	None	None	None	None	40	39	None	None	None	None	None	None	None	None
(8) Quantity To Date		915	907	None	None	None	None	None	None	375	366	None	None	None	None	None	None	None	None
(9) Future Quantity (6-8)		85	93	450	450	1000	1000	270	270	250	259	190	190	100	100	1	1	2	2
(10) Estimate By Months (Insert Names Of Months)	Dec	-	8	-	-	-	-	135	135	40	40					1	1	2	2
1944	Jan	-		-	-	-	-	135	135	40	40								
	Feb	85	85	65	65	-	-			40	40								
	Mar			150		-				40									
	Apr			150		-				40									
	May			85		65				40									
	Jun					150				10		30							
	Jly					150						40							
	Aug					150						40		1					
	Spt					150						30		1					
	Oct					150						20		2					
	Nov					150						20		3					
	Dec					35						10		4					
1945	Jan					115								5					
	Feb					125								6					
	Mar					100								7					
	Apr					100								7					
	May					100								7					
	Jun					100								7					
	Jly					100								7					
	Aug					100								7					
	Spt					100								7					
(11) Remainder Scheduled														29					
(12) Remainder Unscheduled																			

NEW CONTRACT

NEW CONTRACT

NEW CONTRACT

Contractor's Representative P. J. Prizzell
Assistant General Manager

Army (Navy) Representative Harley V. Saehlenou, Lt. Col.

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AERONAUTICAL MONTHLY PROGRESS REPORT Airplanes X

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Facility FAIRCHILD AIRCRAFT City HAGERSTOWN State MARYLAND

(1) Item No.	10		11	
(2) Model Designation	XC-82		XBG-3	
(3) Contracting Agency	AAF		AAF	
(4) Contract No.	AC-3045		AC-32134	
(5) Contract Date	7-6-42		10-1-42	
(6) Contract Quantity	3		2	
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	None	None	None	None
(8) Quantity To Date	None	None	None	None
(9) Future Quantity (6-8)	3	3	2	2
1943 Dec				
1944 Jan				
Feb				
Mar			1	
Apr	1		1	
May	1			
Jun	1			

ESTIMATED MANUFACTURING COMPLETION DATES DEPENDENT ON CHANGE ORDERS & GENERAL PROGRESS

ESTIMATED MANUFACTURING COMPLETION DATES DEPENDENT ON CHANGE ORDERS & GENERAL PROGRESS

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R0431
Approval Expires 6-15-44

Airplanes ☒
Gliders ☐
Targets ☐
Link Trainers ☐

Facility [redacted] City [redacted] State [redacted]

(1) Item No	1	2	3	4	5	6	7	8	9
(2) Model Designation	P-38	P-38J	[illegible]	P-38L	[illegible]	[illegible]	[illegible]	A-31	[illegible]
(3) Contracting Agency	AAF	AAF	AAF	AAF	AAF	AAF	AAF	AAF	AAF
(4) Contract No	W-535	W-535	[illegible]	W-535	W-535	W-535	W-535	W-535	W-535
(5) Contract Date	7-28-42	7-28-42	[illegible]	7-28-42	7-28-42	7-28-42	7-28-42	7-28-42	7-28-42
(6) Contract Quantity	1400	2625	[illegible]	2970	625	150	100	100	4

	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	115	207	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	470	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
(8) Quantity To Date	65	89	450	450	1000	1000	270	270	250	250	150	150	100	100	1	1	2	2
(9) Future Quantity (6-8)	-	0	-	-	-	-	170	155	40	40					1	1	2	2

(10) Estimate By Months (Insert Names Of Months)

1941	Jan	-	-	-	-	-	-	100	100	50	50							
	Feb	30	65	65	65	-	-			10	10							
	Mar			120		-				10								
	Apr			150		-				10								
	May			65		65				10								
	Jun					150				10		30						
	Jly					150						40						
	Aug					150						40		1				
	Sep					150						40		1				
	Oct					150						20		2				
	Nov					150						20		2				
	Dec					150						10		4				
1942	Jan					150								5				
	Feb					100								5				
	Mar					100								7				
	Apr					100								7				
	May					100								7				
	Jun					100								7				
	Jly					100								7				
	Aug					100								7				
	Sep					100								7				
	Oct													20				

(11) Remainder Scheduled

(12) Remainder Unscheduled

Contractor's Representative: [illegible] Nixsell
Assistant General Manager

Army (Navy) Representative: [illegible] Simmon, Lt. Col.

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...Airplanes X

...O. 1. ...

Facility ...FAIRCHILD AIRCRAFT City ...HAGERSTOWN State ...MARYLAND

(1) Item No.	10	11
(2) Model Designation	C-82	C-3
(3) Contracting Agency	AAF	AAF
(4) Contract No.	W-3696	W-3213
(5) Contract Date	7-6-42	10-1-42
(6) Contract Quantity	3	2
	(a) (b) Acc. Del.	(a) (b) Acc. Del.
(7) Quantity this Month	None None	None None
(8) Quantity to Date	None None	None None
(9) Future Quantity (6-8)	3 3	2 2
1943 Dec		
1944 Jan		
Feb		
Mar		1
Apr	1	1
May	1	
Jun	1	

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Report For Month Of DECEMBER 1943.

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Fairchild Aircraft Limited City Longueuil State Quebec

(1) Item No.	1		11																
(2) Model Designation	SBF-1		SBC-2 (Modification)																
(3) Contracting Agency	D.M.&.S.		D.M.&.S. Ottawa, Ontario.																
(4) Contract No.	WSL-72-264		NOA(s) 1734																
(5) Contract Date	Dec. 31-42																		
(6) Contract Quantity	300		200																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	11	8															
(8) Quantity To Date	18x	0	11	8															
(9) Future Quantity (6-8)	300		189																
(10) Estimate By Months (Insert Names Of Months) Dec.	0		50																
Jan-1944	0		68																
Feb.	3		71																
Mar	7																		
April	12																		
May	18																		
June	26																		
July	36																		
Aug.	52																		
Sept.	50																		
Oct.	52																		
Nov.	43																		
(11) Remainder Scheduled	0		0																
(12) Remainder Unscheduled	0		0																

Contractor's Representative R.G. Webber, For R.B. Irvine - Executive Vice-President.

Army (Navy) Representative Horace B Moore

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Report For Month Of FAIRCHILD DECEMBER, 1 4[illegible].

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048 1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility FAIRCHILD AIRCRAFT LIMITED City LONGUEUIL State QUEBEC

(1) Item No	I		II																	
(2) Model Designation	SBF-1		SBC-3 (Modification)																	
(3) Contracting Agency	D.N.A.S.		D.N.A.S. Ottawa, Ontario.																	
(4) Contract No	WSL-72-264 MOA(s) 1734																			
(5) Contract Date	Dec. 31-42																			
(6) Contract Quantity	300		131																	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	11	8																
(8) Quantity To Date	1	0	11	8																
(9) Future Quantity (6-8)	300		120																	
(10) Estimate By Months (Insert Names Of Months) Dec.	0		50																	
Jan.-1944	0		70																	
Feb.	3																			
Mar.	7																			
April	12																			
May	18																			
June	26																			
July	36																			
Aug.	52																			
Sept.	50																			
Oct.	52																			
Nov.	43																			
(11) Remainder Scheduled	0		0																	
(12) Remainder Unscheduled	0		0																	

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Contractor's Representative R.G. Webber, Army (Navy) Representative Horace B. Moon

For R.G. Irvine - Executive Vice-President.

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Fisher Cleveland Aircraft Division, General Motors Corporation City Cleveland State Ohio

(1) Item No																			
(2) Model Designation	P-75																		
(3) Contracting Agency	USA Air Force																		
(4) Contract No	W535-AC-41011																		
(5) Contract Date	July 8, 1943																		
(6) Contract Quantity	2,500																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	
(7) Quantity This Month																			
(8) Quantity To Date	-	-																	
(9) Future Quantity (6-8)	2,500	2,500																	
(10) Estimate By Months (Insert Names Of Months) December	-	-																	
January 1944	-	-																	
February	-	-																	
March	-																		
April	-																		
May	1																		
June	3																		
July	8																		
August	15																		
September	25																		
October	40																		
November	60																		
December	80																		
January 1945	115																		
February	150																		
March	185																		
April	200																		
May	200																		
June	200																		
July	200																		
August	200																		
September	200																		
(11) Remainder Scheduled	613																		
(12) Remainder Unscheduled																			

Contractor's Representative _____ Army (Navy) Representative _____

EDWIN R. OGLESBY
Captain, Air Corps

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Report For Month Of [illegible]

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Fisher Body Division, General Motors Corporation City Detroit State Michigan

		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(1) Item No																			
(2) Model Designation	XP-75																		
(3) Contracting Agency	USA AirForce																		
(4) Contract No	W535-AC-33962																		
(5) Contract Date	October 12, 1942																		
(6) Contract Quantity	8																		
(7) Quantity This Month	1																		
(8) Quantity To Date	1																		
(9) Future Quantity (6-8)	7																		
(10) Estimate By Months (Insert Names Of Months) December	1																		
January	2																		
February	2																		
March	2																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

* Ready for Flight Test.

Because this is experimental work there is no way to forecast the amount of testing to be done before the Army Air Forces accept these ships.

Contractor's Representative [signature]

Army (Navy) Representative [signature]
EDWIN R. UGLESBY
Major Corps

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R046.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility Fleet Aircraft Limited City Fort Erie State Ontario Canada

	1		2		3													
(1) Item No																		
(2) Model Designation	PT 26A		PT 26A		PT 26 B													
(3) Contracting Agency	AAF		AAF		AAF													
(4) Contract No	W535-AC30110		W535-AC30109		W535-40057													
(5) Contract Date	7/23/42		7/23/42		6/15/43													
(6) Contract Quantity	900		507		250													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	50	50	50	75	50	44												
(8) Quantity To Date	395	395	340	333	152	129												
(9) Future Quantity (6-8)	505	505	167	175	98	121												
(10) Estimate By Months (Insert Names Of Months) December '43	50	50	50	50	50	50												
January '44	50	50	38	52	48	50												
February '44	50	50	50	50	Nil	21												
(11) Remainder Scheduled																		
(12) Remainder Unscheduled	395		15		nil													

Note - End of Contract W535-40057 in January, 1944

Note - Re Item 8, Column 3B

Due to an error originating in the computation of the Sept. report, the number of aircraft reported as "delivered to date" in both the Sept. and Oct. reports were in excess of the actual total.
This error has been corrected in this AMPR.

Contractor's Representative

Army (Navy) Representative

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For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT 62349

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Ford Motor Co. City Dearborn State Michigan

(1) Item No.	1		2																
(2) Model Designation	B-24-H		B-24-H																
(3) Contracting Agency	Army CVAC		Army CVAC																
(4) Contract No.	AC-18723		AC-18723 Supp																
(5) Contract Date	5-20-41		4-14-42																
(6) Contract Quantity	600		800*																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	100	100																	
(8) Quantity To Date	534	534																	
(9) Future Quantity (6-8)	66	66																	
(10) Estimate By Months (Insert Names Of Months) December	66	66	34	34															
January			100	100															
February			100	100															
March			100																
April			100																
May			100																
June			100																
July			100																
August			100																
September			100																
October			100																
November			100																
December			100																
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

* Balance after 800 to be on pending renewal of contract.

Contractor's Representative W. W. Bricker

Army (Navy) Representative H. S. Jones, Capt. A.C.

for HARLEY S. JONES
Lt. Col. Army Air Corps
A.A.F. Resident Representative

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Report For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [x]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Ford Motor Co. City Dearborn State Michigan

(1) Item No	1		2		3													
(2) Model Designation	B-24-H		B-24-H		B-24-H													
(3) Contracting Agency	Army		Army		Army													
(4) Contract No	AC-21216		AC-21216 supp		AC-21216 Supp													
(5) Contract Date	9-26-41		4-11-42		8-10-42													
(6) Contract Quantity	795*		700		900**													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month			159	157														
(8) Quantity To Date	795	795	328	316														
(9) Future Quantity (6-8)			372	384														
(10) Estimate By Months (Insert Names Of Months) December			165	165														
January			175	175														
February			32	44	158	146												
March					210													
April					230													
May					250													
June					270													
July					290													
August					300													
September					310													
October					320													
November					330													
December					340													
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

* Includes one set of component parts accepted by army, October 31, 1942 and sent to North American. A.B.U. Serial number was assigned to the set and the contract revised to 794 B.U. plus 1 K.D. set.

** Balance after 900 to be on pending renewal of contract and balancing with Douglas sub contract AC-18722

NOTE: Estimate by months based on material command schedule W8

Contractor's Representative H H Bricker

Army (Navy) Representative H Redherr Capt. A.C.

HARLEY S. JONES
Lt. Col. Army Air Corps
A.A.F. Resident Representative

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Report For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO 1 ACTUAL AND ESTIMATED PRODUCTION

Approval Expires

Airplanes X
Gliders
Targets
Link Trainers

Facility Ford Motor Company City Dearborn State Michigan

(1) Item No	1	2
(2) Mods Designation	B-24-H	B-24-H
(3) Contracting Agency	Army-Doug	Army-Doug
(4) Contract No	AC-18722	AC18722 Supp
(5) Contract Date	5-20-41	4-11-42
(6) Contract Quantity	600	1000*

(10) Estimate By Months (Insert Names Of Months)	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	64	64																
(8) Quantity To Date	410	410																
(9) Future Quantity (6-8)	190	190																
December	52	52																
January	78	78																
February	60	60	12	12														
March			78															
April			50															
May			25															
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

*: Balance of contract to Ford Final Line

Contractor's Representative [illegible] Army (Navy) Representative [illegible]

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility G & A Aircraft Inc. City Willow Grove State Penna.

(1) Item No	3																		
(2) Model Designation	XP-61																		
(3) Contracting Agency	AAF																		
(4) Contract No	AC-21450																		
(5) Contract Date	11/22/41																		
(6) Contract Quantity	6																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0																	
(8) Quantity To Date	0	0																	
(9) Future Quantity (6-8)	6	6																	
*																			
(10) Estimate By Months (Insert Names Of Months)																			
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

* We cannot determine delivery dates due to the extreme experimental nature of this contract.

Contractor's Representative R. M. Gilbert Army (Navy) Representative

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Report For Month Of November - 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes XX
Gliders
Targets
Link Trainers

Facility Globe Aircraft Corporation City Fort Worth State Texas

		A.																	
(1) Item No.																			
(2) Model Designation		AT-10GF																	
(3) Contracting Agency		U.S.Army																	
(4) Contract No.		W535-ac-24980																	
(5) Contract Date		2-10-42																	
(6) Contract Quantity		600																	
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		45	36																
(8) Quantity To Date		223	209																
(9) Future Quantity (6-8)		377	391																
(10) Estimate By Months (Insert Names Of Months)	Dec	45	54																
	Jan - 44	45	45																
	Mar	45																	
	Apr	45																	
	May	45																	
	Jun	45																	
	Jul	45																	
	Aug	17																	
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

NOTE: (1) Actual deliveries dropped below the estimated deliveries for November because Ferry Command pilots were not available until December 1st. December deliveries will be increased to pick up these undelivered planes.

NOTE: (2) Month-by-month estimates are not submitted beyond the month of August because Prime Contract No. W535-ac-24980 covers only 600 airplanes.

Contractor's Representative N.N. Olle, Treasurer

Army (Navy) Representative JOHN C. CASTOR, Captain, Air Corps

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Report for Month of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048
Approval Expires 1-15-44

Airships & Airplanes [X] Gliders [ ] Targets [ ] Link Trainers [ ]

Facility: Goodyear Aircraft Corporation — City: Akron — State: Ohio

Item No.	1	2	3	4	5
Model Designation	K*	G**	M***	FG-1	FG-1
Customer Name	Navy	Navy	Navy	Navy	Navy
(a) Contract No.	NOa(s) 257	NOa(s) 151	NOa(s) 146	NOa(s) 1871	NOa(s) 951
(b) Contract Date	5/25/43	2/25/43	9/11/43	6/18/42	10/26/43 (Letter of Intent)
(c) Contract Quantity	89	7	22	2000	600
	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del
Quantity This Month	6 / 6	1 / 0	1 / 1	79 / 79	0 / 0
Quantity To Date	59 / 59	4 / 5	1 / 1	296 / 296	0 / 0
Future Quantity (c-a)	30 / 30	3 / 2	21 / 21	1704 / 1704	600 / 600
December, 1943	10 / 10	2 / 1	0 / 0	125 / 125	
January, 1944	8 / 8	1 / 1	2 / 2	155 / 155	
February	5 / 5		1 / 1	185 / 185	
March	3			200	
April				200	
May				200	
June				200	
July				200	
August				200	
September				39	
October					161
November					200
December					200
					39

(b) Estimate by Months (Insert Names of Months)

Remarks (Shipped)

Remarks (Unshipped)

* No delivery or acceptance estimate possible on last four (4) ships due to stop order contained in Bureau TWX of 26 November to local I.N.A.

** On NOa(s) 151, G-airships, column (b), "Deliveries", the figures shown are based on the contract provision which states that when airships covered by this contract are racked and boxed ready for shipment to Moffett Field they shall be considered delivered.

*** No delivery or acceptance estimate possible on last eighteen (18) ships due to stop order contained in Bureau TWX of 26 November to local I.N.A.

Contractor's Representative: R L Miller, Assistant Secretary

Army (Navy) Representative: E [illegible]

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R0481
Approval Expires 1-15-44

Airplanes [x]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility GRUMMAN AIRCRAFT ENGINEERING CORPORATION City BETHPAGE, State NEW YORK

(1) Item No.	1		2		3		4		5		6		7		8		9	
(2) Model Designation	TBF-1C		XF6F-2		F6F-3		F6F-3		JRF-5		JRF-5		J4F-2		J4F-2		XF7F-1	
(3) Contracting Agency	U.S. Navy		U.S. Navy		U.S. Navy		U.S. Navy		U.S. Navy		U.S. Navy		U.S. Navy		U.S. Navy		U.S. Navy	
(4) Contract No.	LL-91367		90071		NXsa-14105		NOa(s)846		NXsa-14088		NOa(s) 463		NXs-5229		NOa(s) 455		NOa(s)61	
(5) Contract Date	1/2/42		5/23/42		11/26/42		Tentative		12/14/42		Tentative		8/15/42		Tentative		6/30/41	
(6) Contract Quantity	1965		1		3139		4000		35		61		50		60		2	
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	135	135	0		400	400	0		2	2	6	6	2	2	5	5	0	
(8) Quantity To Date	1926		0		834		0		35		6		50		5		0	
(9) Future Quantity (6-8)	39		1		2305		4000		0		55		0		55		2	
(10) Estimate By Months (Insert Names Of Months) December	39				458						4				4			
January					488						4				4			
February					500						5				5			
March					500						5				5			
April					359		141				5				5			
May							500				5				5			
June							500				5				5			
July							500				5				5			
August							500				5				5			
September							500				5				5			
October							500				5				5			
November							500				2				2			
December							359											
(11) Remainder Scheduled																		
(12) Remainder Unscheduled			1														2	

Contractor's Representative

B. Allison Gillies
Vice President

Army (Navy) Representative

LOUIS HAASE Comdr. (CC), U.S.N.
Inspector of Naval Aircraft
Ballyage, Long Island, New York

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Report For Month Of November, 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility CHANCE VOUGHT AIRCRAFT ENGINEERING CORPORATION City BETHPAGE, State NEW YORK

(1) Item No.	10		11															
(2) Model Designation	F7F-1		XF8F-1															
(3) Contracting Agency	U.S. Navy		U.S. Navy															
(4) Contract No.	NOa(s)1679		NOa(s)1564															
(5) Contract Date	Tentative		Tentative															
(6) Contract Quantity	500		2															
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0		0															
(8) Quantity To Date	0		0															
(9) Future Quantity (6-8)	500		2															
(10) Estimate By Months (Insert Names Of Months) December																		
January																		
February																		
March																		
April	1																	
May	1																	
June	3																	
July	5																	
August	10																	
September	15																	
October	22																	
November	28																	
December	35																	
January	45																	
February	50																	
March	65																	
April	75																	
May	75																	
June	70																	
(11) Remainder Scheduled																		
(12) Remainder Unscheduled			2															

Contractor's Representative R. Allison Gillies
Vice President

Army (Navy) Representative LOUIS HAAS, Comdr. (CC), U.S.N.
Inspector of Naval Aircraft,
Bethpage, Long Island, New York

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Higgins Aircraft, Inc. City New Orleans State Louisiana

(1) Item No.	1																		
(2) Model Designation	C-46																		
(3) Contracting Agency	Army																		
(4) Contract No	W33-038 ac-298																		
(5) Contract Date	8/2/43																		
(6) Contract Quantity	500																		
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	
(7) Quantity This Month	0	0																	
(8) Quantity To Date	0	0																	
(9) Future Quantity (6-8)	500	500																	
(10) Estimate By Months (Insert Names Of Months) December	0	0																	
Jan. 1944	0	0																	
February	0	0																	
March	0																		
April	0																		
May	0																		
June	1																		
July	1																		
August	2																		
September	3																		
October	8																		
November	15																		
December	22																		
Jan. 1945	30																		
February	40																		
March	50																		
April	50																		
May	50																		
June	50																		
July	50																		
August	50																		
September	50																		
(11) Remainder Scheduled	28																		
(12) Remainder Unscheduled																			

Contractor's Representative Harold C. Morton Army (Navy) Representative Raymond Schuermann Capt AC

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility HOWARD AIRCRAFT CORPORATION City CHICAGO & ST. CHARLES State ILLINOIS

(1) Item No.	1		2		3		4		5				6					
(2) Model Designation	GH-2		GH-2		GH-2		NH-1 *		NH-1 *				PT-23 & 19					
(3) Contracting Agency	Navy		Navy		Navy		Navy		Navy				Army					
(4) Contract No	NOa(s) 236		NOa(s) 1287		NOa(s) 1287		NXsa-5986		NXsa-5986				W535sa-26951					
(5) Contract Date	3/27/43		Letter Intent		Letter Int.	10/24/42			Ext. 12/22/42				4/3/42					
(6) Contract Quantity	50		150		200		175		300				600					
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	15	11					4	23	24	0			50	49				
(8) Quantity To Date	28	18					175	163	24	0			319	307				
(9) Future Quantity (6-8)	22	32					0	12	276	300			30	42				
Dec. '43	20	20					0	12	30	18			30	42				
Jan. '44	2	12	23	13					30	30								
Feb.			25	25					30	30								
March			25						30									
April			25						30									
May			25						30									
June			25						30									
July			2		23				30									
Aug.					25				30									
Sept.					25				6									
Oct.					25													
Nov.					25													
Dec.					25													
Jan. '45					25													
Feb.					25													
Mar.					2													

(10) Estimate By Months (Insert Names Of Months)

(11) Remainder Scheduled

(12) Remainder Unscheduled

* This contract is also referred to as NOa(s)-1732 formerly NXsa-5986. Starting in January we will refer to it as NOa(s)-1732. (Our report for December)

This PT Contract is cancelled on acceptance of the 350th Airplane.

Airplane No. 49261 crashed before being accepted by the Army. The crash was due to the failure of GFE equipment. The Army considers the crashed plane one of the 350 Airplanes.

Contractor's Representative Donald Adams Army (Navy) Representative Nicol W. Gordon Lt. C.

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Kellett Aircraft Corporation City Philadelphia State Penna.

(1) Item No	Proj. MX-156																		
(2) Model Designation	Y060-X060																		
(3) Contracting Agency	Army Air Forces																		
(4) Contract No	W535AC-21921																		
(5) Contract Date	10-31-41																		
(6) Contract Quantity	-6-																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0																	
(8) Quantity To Date	5	3																	
(9) Future Quantity (6-8)	1	3																	
(10) Estimate By Months (Insert Names Of Months) December	1	2																	
January		1																	
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative John D Wilson Army (Navy) Representative J Gilchrist Bu C Myers

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For Month ber, 1943

CONFIDENTIAL FACTORY B

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility LOCKHEED AIRCRAFT CORPORATION City Burbank State California

(1) Item No	1		2		3		4		5		6		7		8		9	
(2) Model Designation	P-38J-1-LO		P-38J-5-LO		P-38J-10-LO		P-38-1-LO		P-38J-15-LO		P-38 Type		XP-49		XP-58		XP-58	
(3) Contracting Agency	U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army	
(4) Contract No	AC-21217		AC-24636		AC-24636		AC-24636		AC-35274		AC-40040		AC-13476		AC-15567		AC-30212	
(5) Contract Date	10-31-41		6-20-42		6-20-42		6-20-42		12-28-42		Let.Contr.		1-27-40		10-14-42		5-4-43	
(6) Contract Quantity	10		210		790		200		1750		3700		1		1		1	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) ~~Acc~~	(b) ~~Del~~	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	1	38	38	~~614~~	~~611~~	0	0	2	0	0	0	0	0	0	0	0	0
(8) Quantity To Date	10	10	209	209	~~176~~	~~179~~	90	90	2	0	0	0	0	0	0	0	0	0
(9) Future Quantity (6-8)	0	0	1	1	~~176~~	~~179~~	110	110	1748 ~~20~~	1750 ~~23~~	3700	3700	1	1	1	1	1	1
(10) Estimate By Months (Insert Names Of Months) December, 1943			1	1			110	110										
January, 1944									312	312								
February									300	300								
March									324									
April									300									
May									~~324~~ 162		150							
June																		
July											312							
August											324							
September											312							
October											312							
November											312							
December											300							
January, 1945											324							
February											288							
March											324							
April											300							
May											324							
(11) Remainder Scheduled											~~118~~		1		1		1	
(12) Remainder Unscheduled																		

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of **November, 1943**

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FACTORY B

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [*]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility **LOCKHEED AIRCRAFT CORPORATION** City **Burbank** State **California**

(1) Item No	1		2		3		4		5		6		7		8		9	
(2) Model Designation	P-38J-1-LO		P-38J-5-LO		P-38J-10-LO		F-5B-1-LO		P-38J-15-LO		P-38 Type		XP-49		XP-58		XP-58	
(3) Contracting Agency	U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army		U.S. Army	
(4) Contract No	AC-21217		AC-24636		AC-24636		AC-24636		AC-35374		AC-40040		AC-13476		AC-15867		AC-39212	
(5) Contract Date	10-31-41		6-20-42		6-20-42		6-20-42		12-28-42		Let.Contr.		1-22-40		10-14-42		5-4-43	
(6) Contract Quantity	10		210		790		200		1750		3700		1		1		1	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	1	38	38	~~348~~ 614	~~346~~ 611	0	0	2	0	0	0	0	0	0	0	0	0
(8) Quantity To Date	10	10	209	209	~~176~~	~~179~~	90	90	2	0	0	0	0	0	0	0	0	0
(9) Future Quantity (6-8)	0	0	1	1	~~176~~	~~179~~	110	110	1748 ~~26~~	1750 ~~28~~	3700	3700	1	1	1	1	1	1
(10) Estimate By Months (Insert Names Of Months) December, 1943			1	1			110	110										
January, 1944									312	312								
February									300	300								
March									324									
April									300									
~~May~~									~~324~~ ~~162~~		~~160~~							
June																		
July											312							
August											324							
September											312							
October											312							
November											300							
December											324							
January, 1945											288							
February											324							
March											300							
April											324							
May																		
(11) Remainder Scheduled											118		1		1		1	
(12) Remainder Unscheduled																		

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility The Glenn L. Martin Company City Baltimore State Maryland

(1) Item No.	1		2		3		4		5		6		7		8		9	
(2) Model Designation	AT-23		B-26B1		B-26F		B-26F		B-35		A-30A		A-30C		XPB2M-1R		JRM-1	
(3) Contracting Agency	DA Army		DA Army		DA Army		Army		Army		Army		Army		Navy		Navy	
(4) Contract No	ac-31733		ac-31733		ac-31733		ac-31733 P.A. #7		ac-24555		ac-31320		ac-41012		NOa(s)-465		NOa(s)-668	
(5) Contract Date	9-10-42		9-10-42		9-10-42		3-5-43		1-12-42		9-10-42		7-8-43(L)		2-27-43		5-7-43(L	
(6) Contract Quantity	109		491		300		500		200		600		900		1		20	
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0	1	120	69	0	0	0	0	0	0	60	59	0	0	0	0	0	0
(8) Quantity To Date	109	109	178	69	0	0	0	0	0	0	291	277	0	0	0	0	0	0
(9) Future Quantity (6-8)	0	0	313	422	300	300	500	500	200	200	309	323	900	900	1	1	20	20
(10) Estimate By Months (Insert Names Of Months) Dec. 1943			120	160*							60	65						
Jan. 1944			120	140							60	60						
Feb.			73	122	47	18					60	60						
Mar.					120						90							
Apr.					120						39		51					
May					13		107						90					
June							120						90					
July							120						90					
Aug.							120						90					
Sept.							33						90					
Oct.													90					
Nov.													90					
Dec.													90					
Jan. 1945													90					
Feb.													39					
Mar.																		
Apr.																		
May																		
June																		
July																		
Aug.																		
Sept.																		
(11) Remainder Scheduled																		
(12) Remainder Unscheduled									200						1		20	

Schedule after 3 months are in accordance with Pages 3 and 4 of March 20, 1943 instructions.

(L) Letter of Intent

(*) This quantity conforms to the 11-27-43 report of the AAFRR to Wright Field but could be exceeded by 40 airplanes contingent upon OPD for Tactical Theatre Requirements and weather.

Contractor's Representative H. F. Vollmer, Vice Pres.-Mfg.

Army (Navy) Representative

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Budget Bureau No. 49-R048.1
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Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility The Glenn L. Martin Company City Baltimore State Maryland

(1) Item No.	10		11		12		13		14		15		16					
(2) Model Designation	PBM-3S		PBM-3D		PBM-3D		PBM-5		PBM-5		PBM-3S**		PBM-3S**					
(3) Contracting Agency	Navy		Navy		Navy		Navy		Navy		Navy		Navy					
(4) Contract No	LL76927		LL76927		NOa(s)-174		NOa(s)-174		NOa(s)-909		76927		76927					
(5) Contract Date	7-11-42		7-11-42		6-24-43		6-24-43		5-20-43(L)		Modif. & Strip		Strip. & Repair					
(6) Contract Quantity	39		61		160		80		350		58		58#					
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0	0	25	19	0	0	0	0	0	0	4	7	26	31				
(8) Quantity To Date	39	39	34	20	0	0	0	0	0	0	4	7	26	31				
(9) Future Quantity (6-8)	0	0	27	41	160	160	80	80	350	350	54	51	32	27				
(10) Estimate By Months (Insert Names Of Months) Dec. 1943			27	37	3						0	0	17	19				
Jan. 1944				4	35	31							17	19				
Feb.					35	35												
Mar.					40													
Apr.					40													
May					7		33											
June							40											
July							7		33									
Aug.									40									
Sept.									40									
Oct.									40									
Nov.									40									
Dec.									40									
Jan. 1945									40									
Feb.									40									
Mar.									37									
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

(L) Letter of Intent
** PBM-3C airplanes returned from the Fleet for conversion to Model PBM-3S.
# Quantity revised to actual number of ships returned.

Contractor's Representative H. F. Vollmer, Vice Pres.-Mfg.

Army (Navy) Representative

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Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility The Glenn L. Martin-Nebraska Co. City Omaha 1, State Nebraska

(1) Item No.	1		2		3													
(2) Model Designation	B-26-C		B-26-C		B-29													
(3) Contracting Agency	U. S. Army		U. S. Army		U. S. Army													
(4) Contract No.	W535AC19342		AC 38728		AC 117													
(5) Contract Date	6-27-41		7-29-43		* 8-5-43													
(6) Contract Quantity	1200		385		305													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	109	124	1	0	0	0												
(8) Quantity To Date	1200	1197	1	0	0	0												
(9) Future Quantity (6-8)	0	3	384	385	305	305												
(10) Estimate By Months (Insert Names Of Months) Dec. 1943		3	100	101	** 1	1												
Jan. 1944			90	90	** 2	2												
Feb. "			80	80	** 2	2												
March "			70															
April "			44															
May "																		
June "					1													
July "					3													
Aug. "					5													
Sept. "					8													
Oct. "					14													
Nov. "					21													
Dec. "					29													
Jan. 1945					37													
Feb. "					46													
March "					55													
April "					65													
May "					16													
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative J. Loughey

* Letter Contract
** Overrun Units

Army (Navy) Representative W. G. Cruikshank 2nd Lt AC

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NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility McDonnell Aircraft Corporation City Memphis State Tennessee

(1) Item No.																			
(2) Model Designation	AT-21 [illegible]																		
(3) Contracting Agency	ARMY																		
(4) Contract No	W535-AC-25601																		
(5) Contract Date	3-7-42																		
(6) Contract Quantity	360																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	
(7) Quantity This Month	0	0																	
(8) Quantity To Date	0	0																	
(9) Future Quantity (6-8)	360	360																	
(10) Estimate By Months (Insert Names Of Months) Dec. 1943	1	1																	
Jan. 1944	1	1																	
Feb.	5	5																	
Mar.	10																		
Apr.	14																		
May	20																		
June	20																		
July	20																		
Aug.	20																		
Sept.	20																		
Oct.	20																		
Nov.	20																		
Dec.	20																		
Jan. 1945	20																		
Feb.	20																		
Mar.	20																		
Apr.	20																		
May	20																		
June	20																		
July	20																		
Aug.	20																		
Sept.	9																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative Factory Manager

Army (Navy) Representative DONALD W. MACK CAPTAIN, AIR CORPS A. A. F. RESIDENT REPRESENTATIVE

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Report For Month Of **November, 1943**

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility **McDonnell Aircraft Corp.** City **St.Louis** State **Mo.**

(1) Item No	1		2															
(2) Model Designation	XP67		XFD-1															
(3) Contracting Agency	U.S.Army		U.S.Navy															
(4) Contract No	W535ac21218		No.s(s)161															
(5) Contract Date	10-29-41		8-30-43															
(6) Contract Quantity	2		2 Complete 1 Static Test															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0														
(8) Quantity To Date	0	0	0	0														
(9) Future Quantity (6-8)	2	2	3	3														
(10) Estimate By Months (Insert Names Of Months) Dec.1943	1	0	0	0														
Jan.1944	0	0	0	0														
Feb.	0	0	0	0														
Mar.	0		0															
Apr.	0		0															
May	1		0															
June			* 1															
July			0															
Aug.			0															
Sept.			1															
Oct.			1															
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative
C.W.Drake
Factory Manager

Army (Navy) Representative

*Static Test Article

David E. [illegible]
MAJOR, AIR CORPS
AAF REPRESENTATIVE

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048 1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Naval Aircraft Factory City Philadelphia State Pennsylvania

(1) Item No.	1																		
(2) Model Designation	PBN-1																		
(3) Contracting Agency	U.S.Navy																		
(4) Contract No	P.O. 3-42																		
(5) Contract Date	7-16-41																		
(6) Contract Quantity	156																		
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	9	11																	
(8) Quantity To Date	28	28																	
(9) Future Quantity (6-8)	128	128																	
(10) Estimate By Months (Insert Names Of Months) Dec. 1943	11	11																	
Jan., 1944	9	9																	
Feb.	9	9																	
March	9																		
April	9																		
May	9																		
June	9																		
July	9																		
Aug.	9																		
Sept.	9																		
Oct.	9																		
Nov.	9																		
Dec.	9																		
Jan., 1945	9																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative _____ Army (Navy) Representative _____

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility NOORDUYN AVIATION LIMITED City MONTREAL State CANADA

(1) Item No	1		2															
(2) Model Designation	AT-16		AT-16															
(3) Contracting Agency	U.S.A.A.F.		U.S.A.A.F.															
(4) Contract No	DAW535-AC-31737		DAW535-AC-31737 Supp.															
(5) Contract Date	7/27/42		3/15/43															
(6) Contract Quantity	700		300															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	100	100	-	-														
(8) Quantity To Date	586	573	-	-														
(9) Future Quantity (6-8)	114	127	300	300														
(10) Estimate By Months (Insert Names Of Months) DECEMBER	90	100																
1944																		
JANUARY	24	27	76	63														
FEBRUARY			100															
MARCH			100															
APRIL			24															
MAY																		
JUNE																		
JULY																		
AUGUST																		
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative _____ Army (Navy) Representative _____

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility NOORDUYN AVIATION LIMITED City MONTREAL State CANADA

(1) Item No	1		2																	
(2) Model Designation	UC-64-A		UC-64-A																	
(3) Contracting Agency	U.S.A.A.F.		U.S.A.A.F.																	
(4) Contract No	W535-AC-28393		W535-AC-28393 Supp.																	
(5) Contract Date	4/22/42		4/21/43																	
(6) Contract Quantity	300		120																	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	28	37	-	-																
(8) Quantity To Date	171	168	-	-																
(9) Future Quantity (6-8)	129	132	120	120																
(10) Estimate By Months (Insert Names Of Months) DECEMBER	40	40																		
1944																				
JANUARY	40	40																		
FEBRUARY	40																			
MARCH	9		31																	
APRIL			40																	
MAY			40																	
JUNE			9																	
JULY																				
AUGUST																				
SEPTEMBER																				
OCTOBER																				
NOVEMBER																				
DECEMBER																				
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

30 30

Contractor's Representative A. T. Galloway Army (Navy) Representative Alberto Prager

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Report For Month Of November, 1943

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"A" Plant

Facility North American Aviation, Inc. City Dallas State Texas

AERONAUTICAL MONTHLY PROGRESS REPORT NO. 1: ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

(1) Item No.	1A	1B	1C	2B	3B	4B	4C	4D	Total
(2) Model Designation	AT-6D	AT-6D	SNJ-5	AT-6D	SNJ-5	AT-6D	AT-6D	SNJ-5	
(3) Contracting Agency	Army	Army	Navy	Army	Navy	Army	Army	Navy	
(4) Contract No	29317	DA 2799	29317	19192	19192	DA 8	19192	19192	
(5) Contract Date	8-6-42	8-6-42	8-6-42	6-23-41	6-23-41	6-23-41	6-23-41	6-23-41	
(6) Contract Quantity	1750	550	100	335	373	303	250	300	
	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del
(7) Quantity This Month	0 / 0	0 / 0	0 / 0	22 / 33	67 / 81	46 / 50	34 / 24	31 / 22	200 / 210
(8) Quantity To Date	0 / 0	0 / 0	0 / 0	334 / 332	372 / 372	211 / 208	34 / 24	31 / 22	
(9) Future Quantity (6-8)	1750 / 1750	550 / 550	100 / 100	1 / 3	1 / 1	92 / 95	216 / 226	269 / 278	
(10) Estimate By Months (Insert Names Of Months) Dec.				1 / 3	1 / 1	16 / 6	141 / 147	41 / 44	200
Jan						50 / 47	* 80 / 80	70 / 68	200
Feb									200
Mar									233
Apr									250
May									300
Jun									300
Jul									300
Aug									300
Sep									300
Oct									300
Nov									96
(11) Remainder Scheduled									
(12) Remainder Unscheduled	1750	550	100	0	0	26	-	158	

* These airplanes allocated but as yet not entirely covered by contract #19192

Contractor's Representative: Kenneth Bowen, Asst. Factory Manager

Army (N/A) Representative: Frank C. Merrill, Major Air Corps

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1, ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility "A" Plant North American Aviation, Inc. City Dallas State Texas

	5		6		7													
(1) Item No																		
(2) Model Designation	P-51C		P-51D		P-51D													
(3) Contracting Agency	Army		Army		Army													
(4) Contract No	33940		40063		40063													
(5) Contract Date	12-15-42		7-10-43		Tentative													
(6) Contract Quantity	1350		2000		500													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	55	35																
(8) Quantity To Date	94	72																
(9) Future Quantity (6-8)	1256	1278	2000	2000	500	500												
(10) Estimate By Months (Insert Names Of Months) Dec.	117	127																
Jan.	175	169																
Feb.	225	219																
Mar.	250																	
Apr.	218		32															
May	190		60															
Jun	31		169															
Jul			250															
Aug			250															
Sep			250															
Oct			250															
Nov			250															
Dec			250															
Jan			239		11													
Feb					250													
Mar					239													
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative: Kenneth Bowen, Asst. Factory Manager

Army (Navy) Representative: Frank C. Merrill, Major Air Corps

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No 49-R048 1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Plant "B" North American Aviation, Inc. City Dallas State Texas

(1) Item No	1		2																
(2) Model Designation	B-24G		B-24G																
(3) Contracting Agency	Army		Army																
(4) Contract No	24663		Tentative																
(5) Contract Date	1-31-42		8-21-43																
(6) Contract Quantity	750		650																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	13	13	0	0															
(8) Quantity To Date	40	37	0	0															
(9) Future Quantity (6-8)	710	713	650	650															
(10) Estimate By Months (Insert Names Of Months) Dec.	44	41																	
Jan.	55	55																	
Feb.	62	59																	
Mar.	70																		
Apr.	78																		
May	85																		
Jun.	90																		
Jul.	95																		
Aug.	100																		
Sep.	31		69																
Oct.			100																
Nov.			100																
Dec.			100																
Jan.			100																
Feb.			100																
Mar.			81																
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative Kenneth Bowen, Asst. Factory Manager

Army (Navy) Representative Frank C. Merrill, Major Air Corps

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [XXX]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility North American Aviation, Inc. City Inglewood, State California

(1) Item No																					
(2) Model Designation	B 25 H		B 25 Type		P 51 B-5		P 51 B-10		P-51 *		P 51 D		XP-51F						P 51 D	
(3) Contracting Agency	Army		Army		Army		Army		Army		Army		Army						Australia	
(4) Contract No	AC-30478		AC-40052		AC-30479		AC-30479		AC-30479		AC-40064		AC-37857						W33-038-AC-38	
(5) Contract Date	6-23-42		7-10-43		8-24-42		8-24-42		8-24-42		7-10-43		7-20-43							
(6) Contract Quantity	1000		1100		800		788		2		2500		5						101 Sets **	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	80	77			240	262														
(8) Quantity To Date	248	235			573	559			1	1										
(9) Future Quantity (6-8)	752	765	1100	1100	227	241	788	788	1	1	2500	2500	5	5					101	101
Dec.	84	90			227	241	18	4					1							
Jan, 1944	77	85					251	240	1	1			1						11	11
Feb.	78	80					251	251					1							
Mar.	84						272												30	
Apr.	74						36				204		1						30	
May	85										276								30	
June	81										264									
July	77										252									
Aug.	84										276									
Sept.	28										252									

(10) Estimate By Months (Insert Names Of Months)

Note: Schedule beyond this point not definite at present time.

(11) Remainder Scheduled

(12) Remainder Unscheduled

* Model designation undecided.

** Final delivery dates for ship sets of detail parts limited by the effective date in production of the P 51D model. Fabrication of 101 sets of unchanged P51B details will be completed during Dec, Jan. and Feb.

Contractor's Representative S. E. Lobb

Army (Navy) Representative STEPHEN R. BARKER
Lt. Colonel, Air Corps
A. A. F. Resident Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility North American Aviation, Inc. City Kansas City State Kansas

(1) Item No	1	2	3	4
(2) Model Designation	B-25D & J	B-25J	B-25J	B-25J
(3) Contracting Agency	Army	Army	Army	Army
(4) Contract No	AC19341 Sup	AC19341 Sup	AC19341 Sup	AC19341 Sup
(5) Contract Date	Aug. 21 '42	May, 1943	July, 1943	July, 1943
(6) Contract Quantity	1325	1050	1400	1400
	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del	(a) Acc / (b) Del
(7) Quantity This Month	180 / 181			
(8) Quantity To Date	746 / 738			
(9) Future Quantity (6-8)				
(10) Estimate by Months (Insert Names Of Months)				
Dec. 1943	190			
Jan. 1944	200			
Feb.	189	61		
March		260		
April		250		
May		285		
June		194	81	
July			262	
August			288	
Sept.			262	
Oct.			275	
Nov.			232	43
(11) Remainder Scheduled				1357
(12) Remainder Unscheduled				

Note:
Schedule based on the Contractor's forecast of acceptance on a daily rate basis equivalent to a maximum of 270 ships per month.

Contractor's Representative H. R. Rayner Army (Navy) Representative Geo. A. Schegel

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility NORTHROP AIRCRAFT, INC. City Hawthorne State California

(1) Item No.	1		2		3		4		5		6									
(2) Model Designation	XB-35		YB-35		XP-56		XP-56		P-61		P-61									
(3) Contracting Agency	U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army									
(4) Contract No. W-535 AC	21920		33920		15021		25060		21061		29319									
(5) Contract Date	11-22-41		12-17-42		6-22-40		2-13-42		9-17-41		9-19-42									
(6) Contract Quantity	2		13		1		1		560		207									
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0	1	1	0	0	6	6	0	0								
(8) Quantity To Date	0	0	0	0	1	1	0	0	9	8	0	0								
(9) Future Quantity (6-8)	2	2	13	13	0	0	1	1	551	552	207	207								
(10) Estimate By Months (Insert Names Of Months) 1943 Dec									10	11										
1944 Jan							1		11	11										
Feb									14	14										
Mar									23											
Apr									35											
May									45											
June									50											
July									50											
Aug									50											
Sept									50											
Oct									50											
Nov									50											
Dec									50											
1945 Jan									13		37									
Feb											50									
Mar											50									
Apr	1										50									
May											20									
June																				
July																				
Aug																				
Sept																				
(11) Remainder Scheduled																				
(12) Remainder Unscheduled	1		13																	

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Contractor's Representative C. N. MONSON, VICE PRESIDENT

Army (Navy) Representative C. R. DOUGLASS, MAJOR, A.C.

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NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Piper Aircraft Corporation City Lock Haven, State Pennsylvania

(1) Item No	1.																		
(2) Model Designation	L4-H																		
(3) Contracting Agency	Army																		
(4) Contract No	W535-AC-36506																		
(5) Contract Date	12-19-42																		
(6) Contract Quantity	2000																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	147	122																	
(8) Quantity To Date	802	687																	
(9) Future Quantity (6-8)	1198																		
(10) Estimate By Months (Insert Names Of Months) December	150																		
January	150																		
February	150																		
March	150																		
April	150																		
May	150																		
June	150																		
July	148																		
August																			
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative T. V. Weld, Vice Pres.

Army (Navy) Representative 1st Lt. A.C.

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Report for month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Platt-LePage Aircraft Company City Eddystone State Pa.

(1) Item No.	1		2															
(2) Model Designation	XR-1		XR-1A															
(3) Contracting Agency	U.S.A.A.F.		U.S.A.A.F.															
(4) Contract No	W535-AC-15375		W535-AC-21392															
(5) Contract Date	7/10/40		10/14/41															
(6) Contract Quantity	I.R.W.A.		I.R.W.A.															
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0	0	1	0														
(8) Quantity To Date	0	0	1	0														
(9) Future Quantity (6-8)	1	1	1	1														
(10) Estimate By Months (Insert Names Of Months) December	0	0	0	0														
January	1	0	0	0														
February	0	0	0	0														
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative Lillian M. Burroughs
Lillian M. Burroughs, Ass't Secretary

Army (Navy) Representative R. C. Schmauz

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For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility REPUBLIC AVIATION CORPORATION (FARMING DIVISION) City Farmingdale State Long Island

	(1)		(2)		(3)															
(1) Item No.																				
(2) Model Designation	P-47D		P-47D		P-47D															
(3) Contracting Agency	Army		Army		Army															
(4) Contract No.	W535ac24579		W535ac24579		W535ac24579															
(5) Contract Date	1/10/42		2/23/43		5/28/43															
(6) Contract Quantity	1050		500		1078															
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) De	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.		
(7) Quantity This Month	190	202	0	0	0	0														
(8) Quantity To Date	722	863	0	0	0	0														
(9) Future Quantity (6-8)	328	187	500		3078															
(10) Estimate By Months (Insert Names Of Months)																				
December	328	187	91	63																
January			250	250																
February			159	187	71	63														
March					250															
April					350															
May					250															
June					250															
July					250															
August					250															
September					250															
October					237															

(1) Remainder Scheduled

(2) Remainder Unscheduled

Contractor's Representative

Army (Navy) Representative

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For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R0481
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Republic Aviation Corporation City Farmingdale State New York

(1) Item No	1		2		3		4		6		7		8					
(2) Model Designation	P-47D		P-47D		P-47D		XP-47J		XP-72		P-47D		P-72					
(3) Contracting Agency	U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army		U. S. Army					
(4) Contract No	W535ac21080		W535ac29279		W535ac29279		W535ac39160		W535ac37879		W535ac29279		W33-038ac1704					
(5) Contract Date	9-24-41		6-27-42		5-26-43		6-18-43		6-18-43		9-28-43		L of C 11-23-43					
(6) Contract Quantity	850		2000		2115		1		2		2200		100					
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0	0	303	317	0	0	1	1	0	0	0	0	0	0				
(8) Quantity To Date	850	849	1503	1350	0	0	1	1	0	0	0	0	0	0				
(9) Future Quantity (6-8)	0	1	497	650	2115	2115	0	0	2	2	2200	2200	100	100				
'43 December		1	375	460	0	0												
'44 January			122	190	228	210												
February					350	350												
March					350				1									
April					350				1									
May					350													
June					350													
July					137						213							
August											350							
September											350							
October											350							
November											350							
December											350							
'45 January											237							

(10) Estimate Months (Insert Names Of Months)

(11) Remainder Scheduled

(12) Remainder Unscheduled 100

Contractor's Representative Dm Parker

D. M. PARKER
Director Military Contracts Department

Army (Navy) Representative E. W. Woodcock, Capt. A.C.

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Ryan Aeronautical Company City San Diego State California

(1) Item No	1		2																
(2) Model Designation	XFR-1		FR-1																
(3) Contracting Agency	U.S. Navy		U.S. Navy																
(4) Contract No	NOa(S)314		NOa(S)1322		Letter of intent 6-28-43														
(5) Contract Date	6-30-43		Tentative																
(6) Contract Quantity	3		100																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0															
(8) Quantity To Date	0	0	0	0															
(9) Future Quantity (6-8)	3	3	100	100															
(10) Estimate By Months (Insert Names Of Months)																			
December 1943	0	0	0	0															
January 1944	0	0	0	0															
February	0	0	0	0															
March	0		0																
April	2		0																
May	1		0																
June	1		2																
July			2																
August			3																
September			5																
October			8																
November			12																
December			16																
January 1945			24																
February			28																
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

1 DEC 1943

RES. INSP. NAV. AIRCRAFT
RYAN AERONAUTICAL CO.
SAN DIEGO (12) CALIF.

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Contractor's Representative Felix J. Rossoll Army (Navy) Representative

Felix J. Rossoll
Statistician and Priorities Coordinator

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

- Airplanes [X]
- Gliders [ ]
- Targets [ ]
- Link Trainers [ ]

Facility ST. LOUIS AIRCRAFT CORPORATION City ST. LOUIS State MISSOURI

(1) Item No	#1		#2		#3													
(2) Model Designation	PT-23&T-19A		PT-23&PT-19A		PT-23&PT-19A													
(3) Contracting Agency	AAF		AAF		AAF													
(4) Contract No	AC-26611		AC-26611		AC-26611													
(5) Contract Date	4-11-42		7-9-42		S00-T-2499 8-18-43 Wright Field Wire													
(6) Contract Quantity																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	26	30	0	0	0	0												
(8) Quantity To Date	244	238	0	0	0	0												
(9) Future Quantity (6-8)	356	362	100	100	300	300												
(10) Estimate By Months (Insert Names Of Months) December	50	-	-	-	-	-												
January 1944	50	-	-	-	-	-												
February	50	-	-	-	-	-												
March	50		-		-													
April	50		-		-													
May	50		-		-													
June	50		-		-													
July	6		44		6													
August	-		50		-													
September	-		6		44													
October	-		-		50													
November	-		-		50													
December	-		-		50													
January 1945	-		-		50													
February	-		-		50													
March	-		-		6													
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative [signature] Army (Navy) Representative [signature]

H. C. MUETHER
INSPECTOR IN CHARGE

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Report For Month Of **November 1943**

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility **Sikorsky Aircraft Division, United Aircraft Corporation** City **Bridgeport** State **Connecticut**

(1) Item No.	1		2		3		4		5											
(2) Model Designation	YR-4A		R-4B		R-5		XR-5		XR-6											
(3) Contracting Agency	U.S.Army		U.S.Army		U.S.Army		U.S.Army		U.S.Army											
(4) Contract No.	W535-AC-29005		W535-AC-41023		W535-AC-41023		W535-AC-29845		W535-AC-35340											
(5) Contract Date	12/21/42		5/28/43		5/28/43		12/21/42		1/11/43											
(6) Contract Quantity	29		100		250		5		6											
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	5	5	0	0	0	0	0	0	0	0										
(8) Quantity To Date	14	14	0	0	0	0	UNKNOWN		UNKNOWN											
(9) Future Quantity (6-8)	15	15	100	100	250	250														
(10) Estimate By Months (Insert Names Of Months)																				
December	8	8																		
January	7	7	10	10																
February			20																	
March			25		5															
April			25		15															
May			15		30															
June			5		50															
July					50															
August					50															
September					50															
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

Contractor's Representative J. L. Brown, Jr.

Army (Navy) Representative A. C. Bostwick
A. C. BOSTWICK
CAPTAIN, AIR CORPS
Acting AAF RESIDENT REPRESENTATIVE

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AERONAUTICAL MONTHLY PROGRESS REPORT
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- Airplanes [X]
- Gliders [ ]
- Targets [ ]
- Link Trainers [ ]

Facility Taylorcraft Aviation Corp. City Alliance State Ohio

(1) Item No	8																		
(2) Model Designation	L-2A & L-2M																		
(3) Contracting Agency	Army																		
(4) Contract No	36504																		
(5) Contract Date	2-1-43																		
(6) Contract Quantity	1000																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	
(7) Quantity This Month	110	36																	
(8) Quantity To Date	674	537																	
(9) Future Quantity (6-8)	326	463																	
(10) Estimate By Months (Insert Names Of Months) Dec.	110	200																	
Jan.	110	118																	
Feb.	106	118																	
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative D Yarbara

Army (Navy) Representative

CARLETON B. SPENCER
Captain, Air Corps
A.A.F. Resident Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility ~~TIMM AIRCRAFT CORP~~ City ~~VAN NUYS~~ State ~~CALIFORNIA~~

	1																	
(1) Item No.																		
(2) Model Designation	R2T-1																	
(3) Contracting Agency	U.S. NAVY																	
(4) Contract No	~~NOS 10901~~																	
(5) Contract Date	~~10/20/42~~																	
(6) Contract Quantity																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	~~32~~	~~35~~																
(8) Quantity To Date	~~250~~	~~244~~																
(9) Future Quantity (6-8)	0	6																
(10) Estimate By Months (Insert Names Of Months) DEC.	0	6																
(11) Remainder Scheduled																		
(12) Remainder Unscheduled	0																	
	0																	

Contractor's Representative G P Reahy Army (Navy) Representative Lt. A.A. Bayliss (USNR)

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

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Airplanes ☒
Gliders ☐
Targets ☐
Link Trainers ☐

Facility CANADIAN VICKERS LIMITED AIRCRAFT DIVISION City MONTREAL State QUEBEC

(1) Item No.																			
(2) Model Designation	28-5AMC		28-5AMC																
(3) Contracting Agency	D M & S		D M & S-USN																
(4) Contract No.	402-B		WSL-72-348																
(5) Contract Date																			
(6) Contract Quantity	176		230																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	
(7) Quantity This Month	18	10	-																
(8) Quantity To Date	61	51	-	-															
(9) Future Quantity (6-8)	115	125	230	230															
December	11		4																
January 1944	8		9																
February	10		9																
March	10		10																
April	12		13																
May	13		12																
June	15		15																
July	15		15																
August	15		15																
September	6		24																
October	-		30																
November	-		30																
December	-		30																
January 1945	-		14																

(10) Estimate By Months (Insert Names Of Months)

(11) Remainder Scheduled
(12) Remainder Unscheduled

Contractor's Representative [signature] Army (Navy) Representative Horace B. Max

SERVICE DEPARTMENT.

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Month Of November, 1943

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Work

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Vega Aircraft Corporation City Burbank State California

(1) Item No		1		2		3		4		5		6							
(2) Model Designation		B-17G		B-17G		B-17G		PV-1		PV-2		XP2V-1							
(3) Contracting Agency		Army		Army		Army		Navy		Navy		Navy							
(4) Contract No		AC-20296 Suppl. #5		AC-35321		AC-40031 Ltr. Contract		NOa(s)284		NOa(s)285		NOa(s) 375 Ltr. Intent							
(5) Contract Date		2-28-42		12-31-42		4-29-43		5-18-43		6-30-43		2-19-43							
(6) Contract Quantity		300		600		1,000		1,000		600		2							
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		57	57	51	51			104	105										
(8) Quantity To Date		300	300	51	51			544	544										
(9) Future Quantity (6-8)		0	0	549	549			456	456										
(10) Estimate Months (Insert Names Of Months)	1943 December			100	100			104	104	1*	0								
	1944 January			104	104			104	104	0	0								
	February			100	100			100	100	1	1								
	March			108				108		2									
	April			100				40		5									
	May			37		71				12									
	June					104				39									
	July					104				65									
	August					108				85									
	September					104				104									
	October					104				104									
	November					104				104									
	December					100				78									
	1945 January					108													
	February					93													
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

* Prototype Flight-Delivery in April, 1944.

THE DISCLOSURE OF INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 31 AS AMENDED, IN ANY MANNER OR REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

Contractor's Representative H. E. Ryker, Vice President

Army (Navy) Representative CHARLES J. LANGMACK, MAJOR, AIR CORPS, ACTING AAF RESIDENT REPRESENTATIVE

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Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

CONFIDENTIAL

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Vega Aircraft Corporation City Burbank State California

		A		B															
(1) Item No		A		B															
(2) Model Designation		4-Eng. Bomber		2-Eng. Bomber															
(3) Contracting Agency		- -		- -															
(4) Contract No		- -		- -															
(5) Contract Date		- -		- -															
(6) Contract Quantity		- -		- -															
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		- -	- -	- -	- -														
(8) Quantity To Date		- -	- -	- -	- -														
(9) Future Quantity (6-8)		1987	- -	2210	- -														
(10) Estimate Months (Insert Names Of Months)	1944 December	- -	- -	22	- -														
	1945 January	- -	- -	108	- -														
	February	3	- -	96	- -														
	March	108		108															
	April	100		100															
	May	108		108															
	June	104		104															
	July	104		104															
	August	108		108															
	September	100		100															
	October	108		108															
	November	104		104															
	December	104		104															
	1946 January	108		108															
	February	96		96															
	March	104		104															
	April	104		104															
	May	108		108															
	June	100		100															
	July	108		108															
	August	108		108															
	September	100		100															
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Available Capacity

Contractor's Representative H. E. Ryker, Vice President

Army (Navy) Representative CHARLES J. LANGMACK
MAJOR, AIR CORPS
ASST. AT RESIDENT REPRESENTATIVE

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VEGA AIRCRAFT CORPORATION

Burbank, California

A.M.P.R. NO. 1 COMMENT

NOVEMBER, 1943

1. MODEL B-17G

Reference is made to Army Air Forces Resident Representative's SCS-TWX-2619, November 27th, addressed to Statistical Control Office, Western Procurement District, stating that 108 airplanes, representing four airplanes over Contractor's manufacturing schedule and the W-8 schedule, are to be accepted and delivered in November. Contractor believes that maintenance of even production rates is predicated on keeping all established line stations filled at all times, and we have therefore absorbed this overage by scheduling acceptance and delivery of 100 airplanes in December, due to the fact that line flow of materials and parts has been geared to the approved four per day production called for in W-8.

2. MODEL PV-2

The prototype airplane, Vega Serial No. 15-1001, U. S. Navy Serial No. 37035, was delivered to Engineering Flight Test November 7th and is now undergoing engineering tests with initial flight scheduled for December 4th.

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For Month Of November, 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Waco Aircraft Company City Troy State Ohio

(1) Item No.		2																	
(2) Model Designation		C-62																	
(3) Contracting Agency		Army																	
(4) Contract No.		W535AC22368																	
(5) Contract Date		10-31-41																	
(6) Contract Quantity		253																	
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		0	0																
(8) Quantity To Date		0	0																
(9) Future Quantity (6-8)		253	253																
(10) Estimate By Months (Insert Names Of Months)																			
1943	December	0	0																
	January	1	1																
	February	1	1																
	March	1																	
	April	2																	
	May	2																	
	June	2																	
	July	2																	
	August	2																	
(11) Remainder Scheduled		None																	
(12) Remainder Unscheduled		240																	

NOTE: Above in accordance with B-6 working schedule dated August 15, 1943

Contractor's Representative Howard Rowland

Army (Navy) Representative William A. Rowland 2nd Lt AC

for EDWARD H. MURPHY
MAJOR, AIR CORPS
AAF RESIDENT REPRESENTATIVE

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AFRIT-3

August 7, 1942

Having checked with Material Command, Captain Gross, the production of B-29's will start as follows:

Boeing	Wichita, Kansas	3-1-43	5	airplanes
"	"	4-1-43	13	"
North American	Kansas City, Kan.	7-1-43	1	"
" "	" " "	8-1-43	3	"
Fisher Bodies Corp.	Cleveland, Ohio	9-1-43	2	"
" " "	" "	10-1-43	5	"
Bell Aircraft	Atlanta, Ga.	9-1-43	1	"
" "	" "	10-1-43	3	"

Under the circumstances, it looks as though the school should be at Wichita.

JOHN B. HOWE
Captain, Air Corps
Technical Training Section

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

OFFICIAL BUSINESS

174.08-2
v.2
Nov. 1942

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PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE

MICROFILMED

Aeronautical Monthly Progress Reports

Engines

P.R.C. DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

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RMY AIR FORCES
SH 25, D. C.
BUSINESS

144.08-2
v.2
Nov. 1943

PRINTED MATTER

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Aeronautical Monthly Progress Reports

Engines

P.R.C. DECLASSIFIED
DOD DIR 5200.9, 27 Sep 58

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Engines

Aircooled

Allison

Buick

Chevrolet

Chrysler

Continental Aviation, Detroit

Continental Aviation, Muskegon

Continental Motors, Detroit

Continental Motors, Muskegon

Commonwealth

Dodge

Ford, Dearborn

Jacobs (Facility #1)

Jacobs (Facility #2)

Kinner

Lycoming

Nash-Kelvinator, Kenosha

Naval Aircraft

Packard

Pratt & Whitney

Pratt & Whitney, Kansas City

Ranger

Studebaker

Waukesha

Warner

Wright, Cincinnati

Wright, Paterson

Propellers

Aeroproducts 2 AMPR

American Propeller 2 AMPR

Aro Equipment 2 AMPR

Canadian Propellers 2 AMPR

Canadian Car & Foundry 2 AMPR

Curtiss Propellers 1 AMPR

Engineering & Research 2 AMPR

Frigidaire No Report

Gardner 2 AMPR

Hamilton Standard 2 AMPR

Hartzell 2 AMPR

Kinner No Report

Lycoming 2 AMPR

McCauley No Report

Nash-Kelvinator, Lansing 2 AMPR

Remington Rand 2 AMPR

Sensenich 2 AMPR

U.S. Propeller 2 AMPR

Warner 1 AMPR

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Naval Aircraft Factory City Philadelphia State Pennsylvania

(1) Item No.	1									
(2) Model Designation	R975-30									
(3) Contracting Agency	U.S.Navy									
(4) Contract Number	P.O.509-41									
(5) Contract Date	Amend.7/21/43									
(6) Contract Quantity	125									
(7) Quantity This Month	47									
(8) Quantity To Date	125									
(9) Quantity To Be Shipped (6-8)	Complete									
(10) Estimate By Months (Insert Names Of Months)										
(11) Remainder Scheduled										
(12) Remainder Unscheduled										

This is the final report on 1A for Existing Contracts.

TDH-1

Contractor's Representative ..... Army (Navy) Representative .....

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rt For Month Of November

FIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Buick Motor Division City Melrose Park State Ill.

(1) Item No.	1	2	3	4	5				
(2) Model Designation	R-1830-42-65	R-1830-65	R-1830-43	R-1830-43	R-1830-65	R-1830-90B	R-1830-92	R-1830-65	R-1830-43
(3) Contracting Agency	Army	Army	Army	Army DA	Army	Army	A. for Navy	A for Navy	Army
(4) Contract Number	24592	30132	30132	DA 2622	30132	30132	30132	24592	24592
(5) Contract Date	2-26-42	7-25-42	7-25-42	7-25-42	7-25-42	7-25-42	7-25-42	2-26-42	2-26-43
(6) Contract Quantity	16,200	13,400	4240	1080	*7304	6136	1800.	2402	8823
(7) Quantity This Month	*29	2239	432	0	0	0	0	0	0
(8) Quantity To Date	*16,199	6138	990	0	0	0	0	0	0
(9) Quantity To Be Shipped (6-8)	1	7262	3250	1080	7304	6136	1800	2402	8823
(10) Estimate By Months (Insert Names Of Months) Dec. 1943	1	2250	300	141					
Jan. 1944		2100	400	200					
Feb.		1500	200	400					
March		619	1750	331					
April		793						1907	
May					2205			495	
June					1875	825			
July					1875	825			
Aug.					1379	825			
Sept.					1075	825			
Oct.					435	825	1800		
Nov.						875			
Dec.						125			
						361			
						C-47	PB4Y-1		
	B-24D-B	B-24D-B	B-24D-B	A-24	*6136 engines converted for R-1830-90Bs.			PB4Y-1	B-24C
	*17 engines are -43's and 12 are -65's.								
	**7525 to date are -43's and 7614 are -65's.				B-24				
(11) Remainder Scheduled									
(12) Remainder Unscheduled									8823

ontractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines X
Propellers

Facility Buick Motor Division City Melrose Park State Illinois

(1) Item No	1	1A**	2	2A**	3	3-1	4-1	4-1A**
(2) Model Designation	*R-1830-43	*R-1830-65	*R-1830-43	*R-1830-65	*R-1830-65	*R-1830-43	*R-1830-43	*R-1830-65
(3) Contracting Agency	Army W-535-AC	Army W-535-AC	Army W-535-AC	Army W-535-AC	Army Supplement	Navy Supplement W-535-AC	Navy Supplement W-535-AC	Navy Supplement W-535-AC
(4) Contract Number	21592	21592	30132	30132	30132	30132	21592	21592
(5) Contract Date	1-12-42	1-12-42	7-7-42	7-7-42	6-17-43	6-17-43	1-12-42	1-12-42
(6) Contract Quantity	16,200	-	18,720	-	13,140	1,800	2,402	-
(7) Quantity This Month	17	12	434	2,859	NONE	NONE	NONE	NONE
(8) Quantity To Date	8,585	7,614	990	6,138	NONE	NONE	NONE	NONE
(9) Quantity To Be Shipped(6-8)	1	NONE	4,330	7,262	13,140	1,800	1,816	586
(10) Estimate By Months (Insert Names Of Months) December, 1943	1	-	449	2,250	-	-	-	-
January, 1944			600	2,100	-	-	-	-
February			1,200	1,500	-	-	-	-
March			2,081	619	-	-	-	-
April				793	-	-	1,500	407
May					2,205	-	316	179
June					2,700	-		
July					2,700	-		
August					2,700	-		
September					2,700	-		
October					435	1,800		
(11) Remainder Scheduled	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
(12) Remainder Unscheduled	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

* Pratt and Whitney

** R-1830-65 Engines are shipped as part of Contracts W-535-AC-21592, W-535-AC-21592 Supplement W-535-AC-30132 and W-535-AC-30132 Supplement

Contractor's Representative

Army (Navy) Representative

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For Month Of November, 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau ... Approval Expires 1/15/44

Engines ☒ ☐

Facility Packard Motor Car Co. City Detroit State Michigan

(1) Item No.	1	2	3	4	5	6	7	8
(2) Model Designation	V-1650-3	V-1650-3 ✓	Merlin-33	Merlin-38	Merlin-68	Merlin-68	Merlin-69	Merlin-69
(3) Contracting Agency	Army Lend	Army	AA Army	AA Army	AA-Army	AA-Army	AA Army	AA Army
(4) Contract Number	Supp-12	15678	Supp-6	15678	15678	15678	15678	15678
(5) Contract Date	2-25-43	9-13-40	8-18-42	9-13-40	9-13-40	9-13-40	9-13-40	9-13-40
(6) Contract Quantity	150	13~~25~~ ✓	1~~58~~ 880 ✓	12402 6353	2576 ✓	589 ✓	924	7508
(7) Quantity This Month	3	545 ✓	0 ✓	721	2 ✓	0	0	0
(8) Quantity To Date	3	2098 ✓	880 ✓	6289	2 ✓	0	0	0
(9) Quantity To Be Shipped (6-8)	147	11227	218	64 7713	2574	589 ✓	924	7508
(10) Estimate By Months (Insert Names Of Months) Dec	7	650	-	6~~4736~~	9		5	
Jan	10	700	-	~~752~~	-		-	
Feb	10	750	~~250~~	~~500~~	-		50	
Mar	40	900	~~350~~	~~550~~	10		140	
Apr	10	850	218	~~582~~	50		200	
May	10	1000		900	100		250	
June	15	950		~~950~~	165		279	56
July	15	800		~~800~~	400			400
Aug	15	900		~~800~~	600			400
Sept	15	1123		~~545~~	637			395
Oct	15	1400			603	297		400
Nov	15	1158				1242 ✓		300
Dec		46				7354		300
Jan				Remainder to be scheduled	Remainder to be scheduled	1999		757
		P.51B				Remainder to be scheduled	Remainder to be scheduled	
(11) Remainder Scheduled		11227			2576	589 ✓	924	7508
(12) Remainder Unscheduled								

Contractor's Representative ..... Army (Navy) Representative .....

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Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Packard City Detroit State Michigan

(1) Item No.				
(2) Model Designation	Merlin 68	Merlin 69	Merlin 224	Merlin 225
(3) Contracting Agency	Army DA	Army DA	Army DA	Army DA
(4) Contract Number	15678	15678	15678	15678
(5) Contract Date	9-13-40	9-13-40	9-13-40	9-13-40
(6) Contract Quantity	24177	2503	7049	718
(7) Quantity This Month	0	0	0	0
(8) Quantity To Date	0	0	0	0
(9) Quantity To Be Shipped (6-8)	24177	2503	7049	718
(10) Estimate By Months (Insert Names Of Months) Dec			115	100
Jan 1944			700	100
Feb			100	100
March			600	200
April			532	218
May			700	
June			700	
July			700	
Aug			700	
Sept			500	
Oct			152	
	British Requirements	British Requirements		Requirements
(11) Remainder Scheduled				
(12) Remainder Unscheduled	24177	2503		

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November 1942

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility Cincinnati Plant — City Cincinnati (Lockland) — State Ohio

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	R-2600-8	R-2600-8	R-2600-8	R-2600-8	R-2600-8	R-2600-12	R-2600-13	R-2600-20	R-2600-20
(3) Contracting Agency	Army	Army		Army-Navy	Army-Navy	Army-Navy	Army	Army	Army-Navy
(4) Contract Number	AC-25458	AC-32078	Pending	AC-25458	AC-28717	AC-32078	AC-35371	AC-19764	AC-25458
(5) Contract Date	5/23/42	9/23/42		5/23/42	10/3/42	9/3/42		6/9/41	5/23/42
(6) Contract Quantity	2049	465	750	2216	1005	300	300	8	4549
(7) Quantity This Month	414	0	0	408	0	0	0	0	154
(8) Quantity To Date	1662	15	0	1251	118	128	188	7	301
(9) Quantity To Be Shipped (6-8)	387	450	750	965	887	172	112	1	4248
(10) Estimate By Months (Insert Names Of Months) Dec.	155			583				1	340
Jan.	225								335
Feb.	7	243		382	193				385
Mar.		207	63		386				594
Apr.			223		290				859
May			182		18				1000
June			145						735
July			137						
Aug.									
Sept.									
Oct.									
Nov.									
Dec.									
Jan.									
Feb.									
Mar.									
Apr.									
May									
June									
July									
Aug.									
Sept.									
(11) Remainder Scheduled									
(12) Remainder Unscheduled						172	112		

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November 1942

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility Wright Aeronautical Corporation Cincinnati Plant City Cincinnati (Lockland) State Ohio

(1) Item No	10	11	12	13	14	15	16	17	18
(2) Model Designation	R-2600-20	R-2600-20	R-2600-20	R-2600-20	R-2600-22	R-2600-22	R-2600-29(3)	R-2600-29(3)	R-2600-29(3)
(3) Contracting Agency	Army-Navy	Army-Navy	Army-Navy		Army-Navy	Army-Navy	Army	Army	Army
(4) Contract Number	AC-28717	AC-32078	AC-40133	Pending	AC-32078	AC-40133	AC-25458	AC-32078	AC-40133
(5) Contract Date	10/3/42	9/2/42			9/2/42		5/23/42	9/2/42	
(6) Contract Quantity	495	450	3814	2564	460	1310	3621	17210	18176
(7) Quantity This Month	0	0	0	0	94	0	542	264	0
(8) Quantity To Date	0	0	0	0	290	0	3127	3857	0
(9) Quantity To Be Shipped (6-8)	495	450	3814	2564	170	1310	494	13453	18176
(10) Estimate By Months (Insert Names Of Months) Dec.					104		494	524	
Jan.					50			1080	
Feb.					16	90		1096	
Mar.						106		1172	
Apr.								1630	
May								1750	
June	340							1915	
July	155	450	531					1993	
Aug.			1079					2100	
Sept.			1150					113	1987
Oct.			1054	152					2050
Nov.				1185					2050
Dec.				1227					2010
Jan.									
Feb.									
Mar.									
Apr.									
May									
June									
July									
Aug.									
Sept.									
(11) Remainder Scheduled									
(12) Remainder Unscheduled						1114			10079

Contractor's Representative _____ Army (Navy) Representative _____

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Budget Bureau No. 49-R090
Approval Expires 7/31/43

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A ACTUAL AND ESTIMATED SHIPMENTS

Engines
Propellers

Facility Wright Aeronautical Corporation City Cincinnati (Lockland) State Ohio

(1) Item No.		20
(2) Model Designation	R-2600-29 (B5)	R-2600-31
(3) Contracting Agency		AC-07
(4) Contract Number	AC-20752 (B5)	DA-2712
(5) Contract Date	7/1/42	7/1/42
(6) Contract Quantity	5000	1000
(7) Quantity This Report	80	4
(8) Quantity To Date	2911	7
(9) Quantity To Be Shipped (9-8)	1989	1493
(10) Estimate By Months (Next) Names Of Months) Dec.	11	0
Jan.		55
Feb.		77
Mar.		98
Apr.		70
May		68
June		160
July		134
Aug.		141
Sept.		100
Oct.		114
Nov.		196
Dec.		169
Jan.		
Feb.		
Mar.		
Apr.		
May		
June		
July		
Aug.		
Sept.		
(11) Remainder Scheduled		
(12) Remainder Unscheduled		1183

Contractor's Representative: J. R. E. Brown, Representative, Contract and Service

Army (Navy) Representative: Samuel Latista Major AC
AAF Resident Representative
Major LaVista

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December 1, 1943

AMPR FOOTNOTES

ITEM NUMBER

(4) 44 engines under this item which were accepted during the month of November are as yet unshipped.

(9) 5 engines under this item which were accepted during the month of November are as yet unshipped.

(14) 4 engines under this item which were accepted during the month of November are as yet unshipped.

(16) One engine under this item which was accepted during the month of November is as yet unshipped. 454 of the engines shipped during November are model R-2600-29, making a total of 1,850 model R-2600-29 engines shipped under this item to date. The balance are model R-2600-13.

(17) 13 engines under this item which were accepted during the month of November are as yet unshipped. 168 of the engines shipped during November were model R-2600-29, making a total of 343 model R-2600-29 engines shipped to date.

(19) Two engines under this item which were accepted during the month of November have not as yet been shipped. 60 of the engines under this item which were shipped during the month of November were model R-2600-29, making a total of 105 model R-2600-29 engines shipped to date.

N.B. The estimated shipping schedule for the month of December 1943 is 2,220, consisting of the 2,100 production engines, the 69 engines which were accepted during the month of November but as yet unshipped, and one engine on contract AC-19764 on production shortage.

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Report For Month Of November 1943

Budget Bureau No. 49-R050.1
Approval Expires 1-15-44

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 3 - TROUBLE CHART

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☐
Engines ☒
Propellers ☐

Facility Wright Aeronautical Corporation
Cincinnati Plant City Cincinnati (Lockland) State Ohio

1. Trouble Chart

	New Facilities		Purchased Parts		Financial
	Raw Materials		Sub-contractors		Other Reasons
	Machine Tools		Engineering		
	Labor		Power		
	Gov't. Furnished Equip.		Transportation		

2. Explanation

1. This plant requests an AA-1 priority rating for converting a new remelt furnace from present design to open hearth used. The vendor, W. W. Kellog Company, 225 Broadway, New York, New York requests an AA-1 priority to expedite required material for the remodeling of this remelt furnace in this plant's aluminum foundry no.1. Action on Wright Aeronautical Corporation critical shortage #655 will be appreciated.

2. This plant is requesting AAA priority for 1# #105-MC-650 from the Chicago Pneumatic Tool Company, Cincinnati, Ohio. These high cycle nut runners are urgently needed to expedite production on the assembly line.

3. This plant is requesting an AAA priority for (6) Chicago Pneumatic #360 Impact Wrenches from the Chicago Pneumatic Tool Company, Cincinnati, Ohio. These wrenches are urgently needed to expedite production on the assembly line.

4. The shortage of steel grit furnished by the Goebringer Foundry Supply Company of Cincinnati has become critical. This shortage has been reported on ASU-18-WF-9-10-43-200K, critical shortage report #594.

5. We are experiencing a shortage of Part No. 117217-C diffuser plate aluminum casting furnished by the Parker White Metal and Machine Company, Erie, Pa.

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Report For Month Of November 1942

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines X
Propellers

Facility Cincinnati Plant — City Cincinnati (Lockland) — State Ohio — Wright Aeronautical Corporation

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	R-2600-8	R-2600-8	R-2600-8	R-2600-8	R-2600-8	R-2600-12	R-2600-13	R-2600-20	R-2600-20
(3) Contracting Agency	Army	Army		Army-Navy	Army-Navy	Army-Navy	Army	Army	Army-Navy
(4) Contract Number	AC-25458	AC-32078	Pending	AC-25458	AC-28717	AC-32078	AC-35271	AC-19764	AC-25458
(5) Contract Date	5/23/42	9/23/42		5/23/42	10/3/42	9/3/42		6/9/41	5/23/42
(6) Contract Quantity	2040 ✓	465 ✓	750 ✓	~~5912~~ 5576	1005 ✓	* ~~300~~ 128	300	8 ✓	4549 ✓
(7) Quantity This Month	414 ✓	0 ✓	0	408 ✓	0 ✓	0	0	0 ✓	154 ✓
(8) Quantity To Date	1662 ✓	15 ✓	0	~~4951~~ 4715	118 ✓	128	188	7 ✓	301 ✓
(9) Quantity To Be Shipped (6-8)	387	450	750	965	887	~~172~~	112	1	4248
(10) Estimate By Months (Insert Names Of Months) Dec.	155			583				1	340
Jan.	225			382	193				335
Feb.	7	243			386				385
Mar.		207	63		290				594
Apr.			223		18				859
May			182						1000
June			145						735
July			137						
Aug.				SB2A-1, 2 SB2C-1 ✓	SB2A-1 ✓ SB3C-1 ✓				
Sept.					SBW-1				
Oct.				SBW-1	TBF-1	+172 Committed to B'w		A-25C	SBW-1
Nov.				TBF-1	TBM-1				TBF
Dec.			A-35 B-25C+D	TBM-1					SBF-1
Jan.									
Feb.	A-25 A-35A	A-30							
Mar.									
Apr.									
May									
June									
July									
Aug.									
Sept.									
(11) Remainder Scheduled									
(12) Remainder Unscheduled						172	112		

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. I-A ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No 43-R090
Approval Expires 7/31/43
Engines X
Propellers

Facility Wright Aeronautical Corporation Cinci nati Plant City Cincinnati (Lockland) State Ohio

(1) Item No	10	11	12	13	14	15	16	17	18
(2) Model Designation	R-2600-20	R-2600-20	R-2600-20	R-2600-20	R-2600-22	R-2600-22	R-2600-29(3)	R-2600-29(3)	R-2600-29(3)
(3) Contracting Agency	Army-Navy	Army-Navy	Army-Navy		Army-Navy	Army-Navy	Army	Army	Army
(4) Contract Number	AC-28717	AC-32078	AC-40133	Pending	AC-32078	AC-40133	AC-25458	AC-32078	AC-40133
(5) Contract Date	10/3/42	9/3/42	11-7-42		9/3/42	11-7-42	5/23/42	9/3/42	11-7-42
(6) Contract Quantity	495	450	3814	2564	460	1310	~~3621~~ 2541	~~17210~~ 16560	18176
(7) Quantity This Month	0	0	0	0	94	0	542	264	0
(8) Quantity To Date	0	0	0	0	290	0	~~3187~~ 2047	3857	0
(9) Quantity To Be Shipped(6-8)	495	450	3814	2564	170	1310	494	~~13353~~ 12703	18176
(10) Estimate By Months (Insert Names Of Months) Dec.					104		494	524	
Jan.					50			1080	
Feb.					16	90		1096	
Mar.						106		1172	
Apr.								1630	
May								1750	
June	340							1915	
July	155	450	521					1993	
Aug.			1079					~~2160~~ 1543	
Sept.			1150					~~113~~	1987
Oct.			1054	152	PBM	PBM			2050
Nov.	TBF-1	SBF		1185			B-25		2050
Dec.	SB2C-1	TBF		1227					2010
Jan.	TBM	TB							
Feb.	SBF-1							*750 Committed to B-25's	
Mar.	SBW-1								
Apr.								B-25	B-25
May									
June									
July									
Aug.									
Sept.									
(11) Remainder Scheduled									
(12) Remainder Unscheduled						1114			10079

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Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43
Engines X
Propellers

Facility Cincinnati Plant — City Cincinnati (Lockland) — State Ohio

(1) Item No.	19	20	21
(2) Model Designation	R-2600-29(13)	R-2600-31	R-2600-5
(3) Contracting Agency	Army-Navy	Army-DA	Army-Navy
(4) Contract Number	AC-25458	DA-2792	AC-20781
(5) Contract Date	5/3/42	9/3/42	9-3-42
(6) Contract Quantity	300	1500	172
(7) Quantity This Month	80	6	0
(8) Quantity To Date	281	7	0
(9) Quantity To Be Shipped (6-8)	19	1493	172
(10) Estimate By Months (Insert Names Of Months) Dec	19	0	
Jan.		35	
Feb.		77	
Mar.		68	
Apr.		70	
May		68	
June		165	
July		134	
Aug.		141	
Sept.		150	
Oct.		144	
Nov.		165	
Dec.		163	
Jan.			
Feb.			
Mar.			
Apr.			
May			
June			
July			
Aug.			
Sept.			
(11) Remainder Scheduled			
(12) Remainder Unscheduled		113	172

PBS-1

Contractor's Representative: E. F. Brown
per R. K. Brown, Representative
Contract and Service

Army (Navy) Representative: Harold W. LeVista, Major AC
AAF Resident Representative
Major LeVista

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December 1, 1943

AMER FOOTNOTES

ITEM NUMBER

(4) 44 engines under this item which were accepted during the month of November are as yet unshipped.

(9) 5 engines under this item which were accepted during the month of November are as yet unshipped.

(14) 4 engines under this item which were accepted during the month of November are as yet unshipped.

(16) One engine under this item which was accepted during the month of November is as yet unshipped. 454 of the engines shipped during November are model R-2600-29, making a total of 1,850 model R-2600-29 engines shipped under this item to date. The balance are model R-2600-13.

(17) 13 engines under this item which were accepted during the month of November are as yet unshipped. 168 of the engines shipped during November were model R-2600-29, making a total of 343 model R-2600-29 engines shipped to date.

(19) Two engines under this item which were accepted during the month of November have not as yet been shipped. 60 of the engines under this item which were shipped during the month of November were model R-2600-29, making a total of 105 model R-2600-29 engines shipped to date.

N.B. The estimated shipping schedule for the month of December 1943 is 2,220, consisting of the 2,150 production engines, the 69 engines which were accepted during the month of November but as yet unshipped, and one engine on contract AC-19764 on production shortage.

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R0
Approval Expires 1/15/44
Engines X

Facility Continental Aviation & Engrg. Corp. City Muskegon State Michigan

(1) Item No.	1	2	3							
(2) Model Designation	R-1340-AN1	I-1430-9	I-1430-11							
(3) Contracting Agency	AAF	AAF	AAF							
(4) Contract Number	AC-29309	32726	32726							
(5) Contract Date	9/26/42	11/16/42	11/16/42							
(6) Contract Quantity	6,000	4	4							
(7) Quantity This Month	215	0	0							
(8) Quantity To Date	847	0	0							
(9) Quantity To Be Shipped (6-8)	5,153	4	4							
(10) Estimate By Months (Insert Names Of Months) December	295	1	1							
January	300	1	1							
February	300	2	2							
March	300									
April	300									
May	350									
June	400									
July	450									
August	500									
September	550									
October	600									
November	650									
December	158									
(11) Remainder Scheduled	0									
(12) Remainder Unscheduled	0									

Contractor's Representative R. L. Foote. Army (Navy) Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Ranger Aircraft Engines City Farmingdale State New York

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	L-440-1	L-440-1	L-440-7	V-770-6-6	V-770-11	L-440-1	L-440-7	School	6-440-5
(3) Contracting Agency	U.S. Army	U.S. Navy	U.S. Navy	U.S. Navy	U.S. Army	U.S. Army	U.S. Army	U.S. Navy	Grumman
(4) Contract Number	535ac24644	NXs-16106	NXs-16106	LL-3730	AC-37865	AC-37397	AC-37397	NOa(s)608	A-25022
(5) Contract Date	4/9/42	10/26/42	10/26/42	9/2/42	7/12/43	1/23/43	1/23/43	4/20/43	8/43
(6) Contract Quantity	900	1769	1525	2726	1000	2123	377	25	98
(7) Quantity This Month	106	263	233	1	-	-	-	9	24
(8) Quantity To Date	754	1699	1525	369	-	-	-	24	50
(9) Quantity To Be Shipped (6-8)	146	70	-	2359	1000	2123	377	1	48
(10) Estimate By Months (Insert Names Of Months)									
December	146	70	-	110	-	185	125	1	24
January 1944	-	-	-	110	-	551	125	-	24
February	-	-	-	110	-	575	125	-	-
March	-	-	-	110	-	648	2	-	-
April	-	-	-	150	-	164	-	-	-
May	-	-	-	200	-	-	-	-	-
June	-	-	-	200	-	-	-	-	-
July	-	-	-	200	-	-	-	-	-
August	-	-	-	225	-	-	-	-	-
September	-	-	-	240	-	-	-	-	-
October	-	-	-	240	-	-	-	-	-
November	-	-	-	109	131	-	-	-	-
December	-	-	-	-	250	-	-	-	-
(11) Remainder Scheduled	146	70	-	2359	381	2123	377	1	48
(12) Remainder Unscheduled	-	-	-	-	619	-	-	-	-

* Accepted and being held as of November 1, 1943 205
Accepted during 150
Total accepted but not shipped 355

Contractor's Representative J. F. Elgin Army (Navy) Representative K. R. Beymer

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Report For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐
☐

Facility Ranger City Farmingdale State New York

(1) Item No.		
(2) Model Designation	V-770-8	XV-770-10
(3) Contracting Agency	Navy	Navy
(4) Contract Number	LL-3780	NXS-6-9946
(5) Contract Date	9-2-24	5-26-42
(6) Contract Quantity	~~288~~	5
(7) Quantity This Month	1	0
(8) Quantity To Date	219	0
(9) Quantity To Be Shipped (6-8)	9	5
(10) Estimate By Months (Insert Names Of Months)	* 280 engines Cancelled 502 C-1+2	Int
(11) Remainder Scheduled		
(12) Remainder Unscheduled	9	5

Contractor's Representative ..... Army (Navy) Representative .....

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 45-R090.1
Approval Expires [illegible]/15/44

Engines ☐ ☐

Facility [illegible] City [illegible] State [illegible]

(1) Item No.	1	2	3	4	5				
(2) Model Designation	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(3) Contracting Agency	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(4) Contract Number	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(5) Contract Date	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(6) Contract Quantity	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(7) Quantity This Month	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(8) Quantity To Date	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(9) Quantity To Be Shipped (6-8)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				
(10) Estimate By Months (Insert Names Of Months)									
[illegible]									
[illegible]									
February		16		5					
March		15		5					
April		10		10					
May		25		15	10				
June		30		20	25				
July		50		45	25				
August		25		65	175				
September		20	157	85	200				
October			200	105	215				
November			175	175					
December			170	100					
[illegible]									
February									
March									
April									
May									
(11) Remainder Scheduled	0	0	0	0	0				
(12) Remainder Unscheduled	0	0	0	0	0				

Contractor's Representative [signature] Army (Navy) Representative [signature]

C. E. SMITH
Commander, USNR
Inspector of Naval Aircraft

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

(Budget Bureau No. 49-R090.)
Approval Expires 7/31/43
1/15/44

Facility Pratt & Whitney Aircraft Corporation of Missouri City Kansas City, 10 State Missouri

Sets of Engine Parts — Engines ☐ Propellers ☒

(1) Item No	6	7	8
(2) Model Designation	Sets of Engine Parts for Manufacture of R-2800-18 Engines		
(3) Contracting Agency	NAVY	NAVY	NAVY
(4) Contract Number	NOa(s)1139	NOa(s)1139	NOa(s)1139
(5) Contract Date	Tentative	Tentative	Tentative
(6) Contract Quantity	1035	1667	900
(7) Quantity This Month	0	0	0
(8) Quantity To Date	0	0	0
(9) Quantity To Be Shipped (6-8)	1035	1667	900
(10) Estimate By Months (Insert Names Of Months)			
1943 December			
1944 January	6		
February	10		
March	15		
April	25		
May	4		
June	202		
July	297		
August	376	107	
September		777	
October		206	
November		45	
December			
1945 January			
February			
March			
April			
May			
(11) Remainder Scheduled	0	0	0
(12) Remainder Unscheduled	0	0	900

Contractor's Representative _____ Army (Navy) Representative _____

C. E. SMITH
Commander, USNR
Inspector of Naval Aircraft

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090-/
Approval Expires [illegible]
1/15/44
Engines ☐
Sets of Gears Propellers X

Facility Pratt & Whitney Aircraft Corporation of Missouri City Kansas City, 10 State Missouri

(1) Item No	9	
(2) Model Designation	Sets of Gears To Be Used In Manufacture of R-2800-8, and R-2800-10 Engines	
(3) Contracting Agency	NAVY	
(4) Contract Number	NOa(s)1339	
(5) Contract Date	Tentative	
(6) Contract Quantity	5000	
(7) Quantity This Month	0	
(8) Quantity To Date	0	
(9) Quantity To Be Shipped (6-8)	5000	
(10) Estimate By Months (Insert Names Of Months)		
1943 December		
1944 January		
February		
March		
April		
May	100	
June	250	
July	350	
August	500	
September	700	
October	900	
November	1100	
December	1100	
1945 January		
February		
March		
April		
May		
(11) Remainder Scheduled	0	
(12) Remainder Unscheduled	0	

Contractor's Representative _____ Army (Navy) Representative _____

C. E. SMITH
Commander, USNR
Inspector of Naval Aircraft

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Report For Month Of November, 1943

Budget Bureau No. 49-R050.1
Approval Expires 1-15-44

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 3 - TROUBLE CHART

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☐
Engines XXX
Propellers ☐

Facility Pratt & Whitney Aircraft Corporation of Missouri City Kansas City, Mo. State Missouri

1. Trouble Chart

	New Facilities	XX	Purchased Parts		Financial
	Raw Materials		Sub-contractors		Other Reasons
XX	Machine Tools		Engineering		
XX	Labor		Power		
	Gov't. Furnished Equip.		Transportation		

2. Explanation

Machine Tools:

Deliveries on tools remain slow, even with the assistance of directives and priorities now in force.

Labor:

We are currently experiencing serious difficulty in securing skilled employees for the following classifications:

1. Tool Designers
2. Operation Sheet Writers
3. Tool Makers
4. Machine Operators

Purchase Parts:

a) Carburetors-Stromberg-Present indications are that we will not receive a sufficient quantity of this item to cover our engine production after the first quarter of 1944. This is due to vendors' new facility not being completed in time to meet our requirements.

b) Water Injection Units-Chandler-Evans-Present indications are that we will not receive a sufficient quantity of this unit to cover our engine production after the first quarter of 1944. This is due to lack of vendor capacity.

c) Ignition Harnesses-Scintilla (supplying 60% of requirements) We will have sufficient quantity of this item for initial production but anticipate difficulty in securing sufficient quantities to meet our scheduled production after April, 1944.

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Report For Month Of NOVEMBER, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

No. 1-A. Actual and Estimated Shipments

Engines ☒ ☐

Facility Jacobs Aircraft Engine Co. City Plant No. 2, Pottstown State Pennsylvania

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	R985AN1 or 3	R985AN1 or 3	R985AN-1	R985AN-1	R985AN-5	R985AN-6	R985AN-6B	R985AN-14B	R985AN-14B
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	ac-21052	SA2 to 21052	SA5 to 21052	SA11 to 21052	SA11 to 21052	SA11 to 21052	SA11 to 21052	SA5 to 21052	SA12 to 21052
(5) Contract Date	11-19-41	3-21-42	12-2-42	Pending	Pending	Pending	Pending	12-2-42	Pending
(6) Contract Quantity	3525	1000	2522	3837	277	1100	36	2687	1700
(7) Quantity This Month	150							275	
(8) Quantity To Date	3064							991	
(9) Quantity To Be Shipped (6-8)	461	1000	2522	3837	277	1100	36	1696	1700
(10) Estimate By Months (Insert Names Of Months)									
December	257					75		270	
January, 1944	224	231				80	36	265	
February		620				80		200	
March		149	471			80		200	
April			650			70		200	
May			640			60		200	
June			635		5	60		200	
July			146	434	60	60		161	39
August				570	70	60			200
September				570	70	60			200
October				489	72	60			200
November				440		60			200
December				390		60			200
January, 1945				390		60			200
February				390		60			200
March				164		60			200
April						55			61
(11) Remainder Scheduled									
(12) Remainder Unscheduled									

Contractor's Representative J. Story Smith, Vice Pres. Army (Navy) Representative Robert F. Cellurale

ROBERT F. CELLURALE
1st Lt. Air Corps
For: MAJOR STANLEY McLAY
AAF Resident Representative

DEC 3 1943

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Report For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Jacobs City Plant # 2 Pottstown State Pennsylvania

(1) Item No.										
(2) Model Designation	R975-1									
(3) Contracting Agency	U.S. Navy									
(4) Contract Number	2405-2									
(5) Contract Date	11-19-41									
(6) Contract Quantity	700									
(7) Quantity This Month	0									
(8) Quantity To Date	0									
(9) Quantity To Be Shipped (6-8)	700									
(10) Estimate By Months (Insert Names Of Months)	July 1944									
	100									
	100									
	100									
	100									
	100									
	100									
	100									
	BB-2									
	SNB-2									
	SNV-2									
(11) Remainder Scheduled										
(12) Remainder Unscheduled										

Contractor's Representative ..... Army (Navy) Representative .....

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Report for the Month of November 1943

Budget Bureau No. 49-R050.1
Approval Expires 1-15-44

AERONAUTICAL MONTHLY PROGRESS REPORT

CONFIDENTIAL

NO. 3 - TROUBLE CHART

Airplanes-----
Gliders-----
Targets-----
Link Trainers-
Engines----- X
Propellers----

Facility Jacobs Aircraft Eng. Co. City Pottstown State Pennsylvania
Plant #2

1. Trouble Chart

	New Facilities	X	Purchased Parts		Financial
	Raw Materials	X	Sub-Contractors		Other Reasons
	Machine Tools		Engineering		
	Labor		Power		
	Govt. Furnished Equip		Transportation		

2. Explanation:

Our supply of blower section castings has been short of production requirements as reported last month. However, the American Magnesium Corporation is starting production of these castings as an additional supplier which should ease this situation shortly.

The capacity of Standard Pressed Steel Company, Jenkintown, Pa., of Part #10538, Magneto Drive Shaft, has been just adequate for production requirements to date. The Lawson Machine Works, Malden, Mass., and Ex-Cell-O Corporation, Detroit, are tooling for this item but may not be in production in time to meet our increased contract schedules.

We are currently encountering a serious shortage of piston forgings, supplied by Aluminum Company of America. Production of this item was recently transferred from their Cleveland to their Canonsburg, Pa. plant. We have been receiving only 40% of their production of the latter plant, which has been inadequate, but this is scheduled to be increased to 60% in December and to 100% by January 1, and it is hoped that this will meet our contract requirements.

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Report For Month Of November - 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 40-R093.1
Approval Expires 1/15/44

Engines [X]
[ ]

Facility CONTINENTAL MOTORS CORP. City Muskegon State Michigan

(1) Item No.	1 & 7	2	1	1	1	1	1 plus	1	1
(2) Model Designation	R-670-11 4	R-670-11,4	R-670-11	R-670-11	W670-9A	W670-9A	W670-9A	W670-9A	W670-9A
(3) Contracting Agency	AAF-MC	AAF-MC	AAF-MC	AAF-MC	NCF for ORD.	FMC for ORD	FMC for ORD	FMC for ORD	FMC for ORD
(4) Contract Number	A-21067	A-24067	AC-28992	AC-30858	1782-RM	P.O. T-166	P.O. T-2752	P.O.K-6009	P.O.T-492
(5) Contract Date	~~3-13-43~~	~~3-17-43~~	5-9-42	6-27-42	8-27-43	12-10-42	10-1-43	11-18-43	12-10-42
(6) Contract Quantity	~~2288~~ 2514	~~3379~~ 2274	~~874~~ 417	251	~~1500~~ 1399	2250	455	2426	720
(7) Quantity This Month	0	0	28	0	0	272	0	0	40
(8) Quantity To Date	2514	~~2214~~ 2274	417	0	320	1476	0	0	416
(9) Quantity To Be Shipped (6-8)	~~14~~ 0	~~65~~ 0	0	0	1079	774	455	2426	304
December						210	113		80
January					200	221	82	37	80
February					200	119	119	153	80
March					200	153	141	165	64
April					200	71		388	
May					200			459	
June					79			442	
July								442	
August								340	
September									
October			PT-17-3						
(10) Remainder Scheduled									
(11) Remainder Unscheduled	0	0							

(12) Purpose or Months (Insert Name Of Month)

* Balance cancelled

PT-17-3

N25-3 +
N2T-1
Type 9 Anchp

Contractor's Representative Joseph White Jr. Army (Navy) Representative Edward J. Rubeth 2nd Lt A.C.

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AERONAUTICAL MONTHLY PROGRESS REPORT

Budget Bureau No. 40-S003.1
Approval Expires 1/15/44

No. 1-A. Actual and Estimated Shipments

Facility CONTINENTAL MOTORS CORP. City Muskegon State Michigan

Original X
Revised ☐

(11) Item No.	1	1	1	1	1	1	1	1	1
(12) Model Designation	W670-9A.	W670-9A	W670-9A	W670-9A	W670-9A	W670-9A	W670-9A	W670-9A	W670-9A
(13) Contracting Agency	FMC for ORD	G.P. for ORD	G.P. for ORD	G.P. for Ord	St.L.C.for ORD	St.L.C.for Ord	St.L.C.for ORD	St.L.C.for ORD	IS&D for ORD
(14) Contract Number	P.O. T-2769	P.O. 31499	P.O. 38290	P.O. 42131	P.O. 53396	P.O. 57105/1726	P.O. 54017	P.O. 58036/1726	K-80
(15) Contract Date	10-4-43	4-6-43	8-11-43	11-13-43	3-16-43	8-28-43	4-13-43	10-14-43	5-22-43
(16) Contract Quantity	224	330 291	126	159	250	263	80	88	308
(17) Quantity This Month	0	50	0	0	51	0	16	0	34
(18) Quantity To Date	0	211	0	0	222	0	48	0	188
(19) Quantity To Be Shipped (16-18)	224	86	0	159	28	263	32	88	120
December		42			28	23	16		51
January		44				51		16	51
February				44		51		16	18
March	16			42		51		16	
April	80			42		51		16	
May	80			31		36		16	
June	48							8	
July									
August									
September									
October									
(20) Estimate By Months (Insert Names Of Months)									
(21) Remainder Scheduled									
(22) Remainder Unscheduled									

Contractor's Representative Joseph Colvin Jr. Army (Navy) Representative Thomas F. Burke Jr. 2nd Lt. A.C.

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Report For Month Of November - 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

Bureau Bureau No. 40-R066.1
Approval Expires 1/15/44

No. 1-A. Actual and Estimated Shipments

Facilities X

Facility CONTINENTAL MOTORS CORP. City Muskegon State Michigan

(1) Item No.	1	1	1	1	1	1	1	1	
(2) Model Designation	A670-9A	A670-9A	A670-9A	O-170-3	O-170-3	O-170-3	O-170-3	"A" Series	R670-4
(3) Contracting Agency	IS&D for Ord	IS&D for Ord	IS&D for Ord	Aeronca	Taylorcraft	Piper	AAF	Misc.	
(4) Contract Number	K-5560	K-6158	K-1306	AC-36144	AC-36504	AC-36506	AC-30862		
(5) Contract Date	10-29-43	11-22-43	5-22-43	1-22-43	1-22-43	1-25-43	6-29-42		
(6) Contract Quantity	40	191	80	500	~~900~~ 1008	2000	~~1730~~ 946	10,470	55
(7) Quantity This Month	0	0	16	74	151	178	0	5	0
(8) Quantity To Date	0	0	48	411	~~712~~ 810	~~868~~ 810	~~1465~~ 495	6862	7
(9) Quantity To Be Shipped (6-8)	40	191	32	89	188	~~1132~~ 1190	265 481	3203	
December			16	60	145	195			
January			16	29	43	200	157		
February	33					200	108		
March	7	44				200			
April		51				200			
May		51				137			
June		45							
July									
August									
September									
October									
(10) Estimate By Months (Insert Names Of Months)				1-3B	1-2A	1-3B	1-2B 1-3C 1-4B		
(11) Remainder Scheduled							216	3203	13
(12) Remainder Unscheduled									

Contractor's Representative Joseph White Jr. Army (Navy) Representative Clarence F. Burbank 2ND LT. A.C.

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December 4, 1943

C O N F I D E N T I A L

Commanding General - Army Air Forces
Materiel Command - Wright Field
Dayton, Ohio

Attention: Statistical Control Office
Mail Unit Box No. 40

Subject: AAFR for November - 1943

Gentlemen:

We are forwarding herewith Parts 1-A, 3 and 4 of the subject report covering the Aircraft Engine Division only of our Muskegon, Michigan plant.

There have been no revisions to Part No. 5 forwarded on the August report, 1943.

There are several items we would like to call to your attention on the AAFR for November. Page 1 of 1, Item 147, Contract 24067 - there was a quantity of 260 engines cancelled on October 29th. Item 2, Column 2 - there was a total of 500 engines cancelled on October 29th against Contract 24067. Item 1, Column 3, Contract 28892 - there were 633 engines cancelled on October 29th. Item 1, Column 4, Contract 30856 - there were 251 engines cancelled on October 29th. Item 1, Column 5, Order 1782-SB for American Car & Foundry - 101 engines were cancelled on November 26th.

We would like to call your attention to additional orders, Column 7 for Food Machinery Corporation, Order 1-2752 dated October 1, for 455 engines; and in Column 8, Food Machinery Corporation, Order A-6009 dated November 18, for 2426 engines.

On Page 2 of 2, Column 2, Purchase Order 31499, for Graham-Paige Motors Corporation, 33 engines were cancelled on November 13th. Column 3, Graham-Paige, Purchase Order 38290, 126 engines were cancelled on November 13th. Column 4, Graham-Paige, Purchase Order 42131, 159 engines were ordered on November 13th. Column 8, St. Louis Car Company, Purchase Order 58336/1726, 88 engines were ordered October 14th.

On Page 1 of 2, Column 1, Ingersoll Steel & Disc, Purchase Order A-5560, dated October 29th, a total of 40 additional engines were ordered.

Yours very truly,

CONTINENTAL MOTORS CORPORATION

JWJr/rs
THRU: AAFRA

Joseph White, Jr.
Aircraft Engine Division

JWJr

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Report for Month of November - 1943

Budget Bureau No. 43-R050.1
Approval Expires 10-1-44

AERONAUTICAL MONTHLY PROGRESS REPORT

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NO 3 - TROUBLE CHART

- Airplanes [ ]
- Gliders [ ]
- Targets [ ]
- Link Trainers [ ]
- Engines [X]
- Propellers [ ]

Facility CONTINENTAL MOTORS CORP. City Muskegon State Michigan

1. Trouble Chart

New Facilities	Purchased Parts	Financial
Raw Materials	Sub-contractors	Other Reasons
Machine Tools	Engineering	
Labor	Power	
Govt Furnished Equip	Transportation	

2. Explanation

NOTHING TO REPORT

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Report For Month Of NOVEMBER, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines X
Propellers

Facility THE WARNER AIRCRAFT CORPORATION City DETROIT State MICHIGAN

(1) Item No	103 Inst.	109 Inst.	113 Spare	127 Spare	135 Inst.	139 Spare	140 Spare	142 Spare	147 Inst.
(2) Model Designation	R-500-7	R-550-1	R-500-7	Ser-50-SS	R-500-7	Ser 50-A-SS	Ser 50-A-SS	Ser 50-A-SS	Model 165 Suffix-B
(3) Contracting Agency	Fairchild	Army	Army	Zimmerly	Fairchild	Mankato	Fontana	Mich. Fly.	Army DA
(4) Contract Number	AC-28355	AC-29000	AC-30141	674	AC-28355	Letter	Letter	Telephone	AC-38613
(5) Contract Date	4/19/42	6/16/42	6/30/42		12/8/42	12/12/42	12/14/43	Call	4/16/43
(6) Contract Quantity	450	44	292	1	175	2	1	1	10
(7) Quantity This Month	40	2	3	0	0	0	0	0	4
(8) Quantity To Date	416	31	108	0	0	0	0	0	10
(9) Quantity To Be Shipped (6-8)	34	14	184	1	175	2	1	1	0
(10) Estimate By Months (Insert Names Of Months)									
December, 1943	34	4	20		25 6				Order Completed in Nov.
January, 1944	xx	3	20		45				
February	45	3	20		45				
March	50	3	20		50				
April	35		36		35				
May			34						
June			17						
July			17						
(11) Remainder Scheduled	0	0	0	0	0	0	0	0	0
(12) Remainder Unscheduled	0	0	0	0	0	0	0	0	0

+36 Cancelled by ICM dtd 11-5-43

Contractor's Representative L. F. Faunce
Vice-President

Army XXX Representative G. H. McGeehan

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Report For Mon'h Of NOVEMBER, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines XX
Propellers

Facility THE WARNER AIRCRAFT CORPORATION City DETROIT State MICHIGAN

(1) Item No.	148 Spare	151 Spare	152 Spare	153 Spare	155 Spare	156 Spare	157 Spare
(2) Model Designation	7800-E	7700	7700-A	7800	7700	7700	R-500-7
(3) Contracting Agency	Zimmerly	War Dept	C A P #21	C A P #12	Martin's	Purdue	Army
(4) Contract Number	556	(535)-43-26196-UN	Letter	Letter	105	441	W-20-017-AC-278
(5) Contract Date	4/16/43	5/31/43	4/19/43	4/26/43	8/12/43	8/12/43	10/8/43
(6) Contract Quantity	1	1	1	1	2	1	26
(7) Quantity This Month	0	1	0	0	0	0	0
(8) Quantity To Date	0	1	0	0	0	0	0
(9) Quantity To Be Shipped (6-8)	1	0	1	1	2	1	26
(10) Estimate By Months (Insert Names Of Months)							
January, 194[illegible]		Order	1	1			
February, 1944		Completed			2	1	
March		In Nov.					
April							
May							
June							25
July							1
							P.O. # (535) 43-26171-UN
(11) Remainder Scheduled	0	0	0	0	0	0	0
(12) Remainder Unscheduled	0	0	0	0	0	0	0

Contractor's Representative L. A. Faunce
Vice-President

Army (Navy) Representative C. H. McGeehan

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility The Warner Aircraft Corp. City Detroit State Michigan

(1) Item No.										
(2) Model Designation	Series 50	R-500-4	Series 50A	Series 50						
(3) Contracting Agency	Army & Navy	Army & Navy	formerly 269	Aero. Corp.						
(4) Contract Number										
(5) Contract Date	Tent.	Tent.	Tent.	Tent.						
(6) Contract Quantity	1	13	2	2						
(7) Quantity This Month	0	0	0	0						
(8) Quantity To Date	0	0	0	0						
(9) Quantity To Be Shipped (6-8)	1	13	2	2						
(10) Estimate By Months (Insert Names Of Months)										
	JAN-1									
		7								
(11) Remainder Scheduled										
(12) Remainder Unscheduled	1	13	2	2						

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒
☐

Facility The Studebaker Corp., Aviation Division City South Bend State Indiana

(1)	Item No.	
(2)	Model Designation	R-1820-97
(3)	Contracting Agency	U.S.A.A.F.
(4)	Contract Number	AC-17399
(5)	Contract Date	12/21/40
(6)	Contract Quantity	61298
(7)	Quantity This Month	2198
(8)	Quantity To Date	26713
(9)	Quantity To Be Shipped (6-8)	34585
(10)	Estimate By Months (Insert Names Of Months)	
	December	2567
	January '44	2200
	February	2200
	March	2200
	April	2200
	May	2200
	June	2200
	July	2200
	August	2200
	September	2200
	October	2000
	November	1800
	December	1700
	January '45	1600
	February	1500
	March	1400
	April	1400
	May	818
(11)	Remainder Scheduled	
(12)	Remainder Unscheduled	

NOTE: IN ACCORDANCE WITH WE-8 ENGINE SCHEDULE.

Contractor's Representative E. E. Leason, Ass't. to Vice President

Army (Navy) Representative A. J. BECK, Major, Air Corps, AAF Resident Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R009.1
Approval Expires 1/15/44

Engines ☑ ☐

Facility Aircooled Motors Corporation City Syracuse State New York

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	O-205-2	O-405-9	6G-298	6ACV-298	6XO-540-5	4AC-176-BA2	X-300-9	6ACV-298	O-176
(3) Contracting Agency	Navy	Wright Fld.	Clark Bros.	Sikorsky	Wright Fld.	Mesbla	Wright Fld.	[illegible]	[illegible]
(4) Contract Number	NXS-11714	40154	C-123892	B-42242	W-33-038(423)	PO#4	14812	[illegible]	[illegible]
(5) Contract Date	11/21/42	5/11/43	3/15	3/17/43	Aug. 1943	July 1943		July, 1943	July, 1943
(6) Contract Quantity	120	1120	5	3	6	3	1	1	6
(7) Quantity This Month	25	0	0	0	0	0	0	1	0
(8) Quantity To Date	69	0	0	2	0	0	0	[illegible]	0
(9) Quantity To Be Shipped (6-8)	51	1120	5	1	6	3	1	0	6
(10) Estimate By Months (Insert Names Of Months) December 1943	25	2	5	1	6	3	1	0	6
January "	26	5							
February "		20							
March "		40							
April "		60							
May "		90							
June "		125							
July "		140							
August "		140							
September "		140							
October "		140							
November "		140							
December "		78							
(11) Remainder Scheduled									
(12) Remainder Unscheduled									

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R09C.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Aircooled Motors Corporation City Syracuse State New York

(1) Item No.	10	11	12	13	14	15	16	17	18
(2) Model Designation	4A-199E3	XO-540-3	XO-805-5	XO-405-7	XO-405-9	YO-300-11	O-175-1	6AC-298N3	YO-300-11
(3) Contracting Agency	Mesbla	WrightFld.	WrightFld.	WrightFld.	WrightFld.	AA.F	A A.F.	Wright Fld	A.A.F.
(4) Contract Number	3	19784	19784	32532	16695E	W33-038-625	W33-038-626	29787E	W33-038-
(5) Contract Date	July,1943	June1941	June1941	Oct.1942	Jan. 1943	Sept.1943	Sept.1943	March1943	Oct.'43
(6) Contract Quantity	3	1	1	4	9	115	300	4	828
(7) Quantity This Month	0	0	0	0	3	13	0	1	0
(8) Quantity To Date	0	0	0	3	8	14	0	4	0
(9) Quantity To Be Shipped (6-8)	3	1	1	1	1	101	300	0	828
(10) Estimate By Months (Insert Names Of Months) December 1943	3	1	1	1	1	30	0		
January						30	0		
February						41	25		
March							25		
April							25		
May							25		
June							25		
July							25		
August							25		
September							75		
October							50		
November									
December									
(11) Remainder Scheduled									
(12) Remainder Unscheduled									

Contractor's Representative C. F. Carr T.C.

Army (Navy) Representative Joseph Maguire USA mN.

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Wiscoln City State

(1) Item No.									
(2) Model Designation	O-300-11	O-300-9	O-405-9	O-200-7	O-200-9	O-200-9	O-200-9	O-200-9	
(3) Contracting Agency	A for H.	Army	A for H.	Trans. Credit	Illinois Dept	to Airways	Lycoming	Lycoming	
(4) Contract Number	1078	2978	40154	2584	3046			44-2982	
(5) Contract Date	Sent	5-24-43	5-13-43	Sent	Sent	Sent	Sent	Sent	
(6) Contract Quantity	220	1	140	1	1	1	1	1	
(7) Quantity This Month	0	0	0	0	1	1	1	1	
(8) Quantity To Date	0	0	0	0	1	1	1	1	
(9) Quantity To Be Shipped (6-8)	220	1	140	1					
(10) Estimate By Months (Insert Names Of Months)	TD2C-1		405-1						
Jan 1945	220								
(11) Remainder Scheduled									
(12) Remainder Unscheduled		1	140	1					

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1, 15/44

Engines ☒ ☐

Facility Aircooled Motors Corporation Syracuse State New York

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	O-805-2	O-405-9	6G-298	6ACV-298	6XO-540-5	4AC-176-BA2	R-300-9	6ACV-298	4AC-176BA2
(3) Contracting Agency	Navy	Wright Fld.	Clark Bros.	Sikorsky	Wright Fld.	Mesbla	Wright Fld.	StoutRes.	Mesbla
(4) Contract Number	NXS-11714	40154	C-123892	B-42242	W-33-038(423) PO#4		14812	1377	3
(5) Contract Date	11/21/42	5/11/43	3/15	3/17/43	Aug. 1943	July 1943		July, 1943	July, 1943
(6) Contract Quantity	120	1120	5	3	6	3	1	1	6
(7) Quantity This Month	25	0	0	0	0	0	0	1	0
(8) Quantity To Date	69	0	0	2	0	0	0	1	0
(9) Quantity To Be Shipped (6-8)	51	1120	5	1	6	3	1	0	6
(10) Estimate By Months (Insert Names Of Months)									
December 1943	25	2	5	1	6	3	1	0	6
January "	26	5							
February "		20							
March "		40							
April "		60							
May "		90							
June "		125							
July "		140							
August "		140							
September "		140							
October "		140							
November "		140							
December "		70							
(11) Remainder Scheduled									
(12) Remainder Unscheduled									

Contractor's Representative C F Carr T.C.

Army (Navy) Representative Joseph Maguire USA MH

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Report For Month Of NOVEMBER 1945

Budget Bureau No. 49-R050.1
Approval Expires 1-15-44

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 3 - TROUBLE CHART

- Airplanes ☐
- Gliders ☐
- Targets ☐
- Link Trainers ☐
- Engines XXX
- Propellers ☐

Facility Waukesha Motor Company City Waukesha State Wisconsin

1. Trouble Chart

	New Facilities	X	Purchased Parts		Financial
	Raw Materials		Sub-contractors		Other Reasons
	Machine Tools		Engineering		
	Labor		Power		
	Gov't. Furnished Equip.		Transportation		

2. Explanation:

Purchased Parts continue to be our main source of trouble in maintaining production on our engine schedule. At the present writing, we are short in sufficient parts for the engines which are to be built in December. These parts are furnished us from Aircooled Motors Corporation primarily; and, at this time, definite dates cannot be obtained from this company on the total number of parts required. We are taking this up with them through our Inspector of Naval Aircraft and hope to aleviate the condition somewhat in this way.

Carburetors from Bendix Corporation, South Bend, are received just in time for building of engines, but not in sufficient time to plan a production schedule. We are faced with the problem of receiving parts for December production anywhere from the first week of December to the 15th of December which does not allow us sufficient time to build and test the quantity of engines scheduled for the month. From the manpower situation, this is undesirable since we cannot schedule our building.

We are working toward obtaining parts for January production by the 15th of December; but, from past experience, we do not feel that Aircooled can supply parts in sufficient quantity to permit us to do so.

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Report For Month Of NOVEMBER 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines ☑
Propellers ☐

Facility Waukesha Motor Company City Waukesha State Wisconsin

(1)	Item No.	1
(2)	Model Designation	O-805-2
(3)	Contracting Agency	U.S.Navy
(4)	Contract Number	NXsa-11525
(5)	Contract Date	11/21/42
(6)	Contract Quantity	120
(7)	Quantity This Month	16
(8)	Quantity To Date	19
(9)	Quantity To Be Shipped (6-8)	101*
(10)	Estimate By Months (Insert Names Of Months)	
	December	36
	January	30
	February	35
(11)	Remainder Scheduled	99
(12)	Remainder Unscheduled	0

* Two engines of the total of 101 used in Model Tests and, therefore, cannot be shipped as new engines.
Total engines built to date - 21. Shipped - 19. Model Tested - 2

Contractor's Representative [signature]

Army (Navy) Representative R. R. Bosworth

R. R. BOSWORTH
Lt. (jg) USNR

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R099.1
Approval Expires [redacted] 1/15/44
Engines X
[redacted]

Facility Dodge Chicago Plant Div. of Chrysler Corporation City Chicago State Illinois

(1) Item No.	1				
(2) Model Designation	R-3350-23	R-3350-23			
(3) Contracting Agency	U.S. Army	Army			
(4) Contract Number	W535-AC-25584	25584	25584	25584	
(5) Contract Date	3-20-42	3-20-42	3-20-42	3-20-42	
(6) Contract Quantity	10,000	1375	350	375	
(7) Quantity This Month	0	0	0	0	
(8) Quantity To Date	0	0	0	0	
(9) Quantity To Be Shipped (6-8)	10,000	1375	350	375	
(10) Estimate By Months (Insert Names Of Months)					
Dec.	0				
Jan., 1944	15				
Feb.	25				
Mar.	40				
Apr.	90				
May	150				
June	225				
July	300				
Aug.	450				
Sept.	600				
Oct.	750				
Nov.	900				
Dec.	1000				
Jan., 1945	1100				
Feb.	1200				
Mar.	1300				
Apr.	1400				
May	1500	455			
June	1600				
July	1600				
(11) Remainder Scheduled	0				
(12) Remainder Unscheduled	0	1375	350	375	

Contractor's Representative _____ Army (Navy) Representative E. L. Lee Lt Colonel

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Report For Month Of NOVEMBER 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No.
Approval Expires 1/15/

Engines

BK-

Facility Division of The Aviation Corp. City Williamsport State Pa.

(1) Item No.	1	2	3	4	5	6
(2) Model Designation	R-680-17	R-680-17	R-680-17	R-680-13	R-680-13	R-680-13
(3) Contracting Agency	AAF	AAF	AAF	AAF	AAF	AAF
(4) Contract Number	AC-23958	Sup. AC-23958	Sup. AC-23958	Sup. AC-23958	AC-23958 Sup.	AC-23958
(5) Contract Date	7-22-43	7-22-43	6-21-43	2-24-42	7-8-43	"
(6) Contract Quantity	1900	1000	895	1935	325	650
(7) Quantity This Month	235	-	-	-	-	-
(8) Quantity To Date	1803	-	-	1762	-	-
(9) Quantity To Be Shipped (6-8)	97	Cancelled	895	173	325	650
(10) Estimate By Months (Insert Names Of Months) December	97		30	73		
January 1944			65	35		
February			50	25		
March			50	25		
April			48	15	12	
May			75			
June			75			
July			75			
August			75			
September			65			
October			65			
November			65			
December			65			
January 1945			65			
February			27			
March						
April						
	Original Contract for 2200 Engines 300 cancelled leaving bal. of 1900.		*Date of Letter of Contract		*Date of Letter of Contract	*Letter of Contract Not as yet received.
(11) Remainder Scheduled						
(12) Remainder Unscheduled						

Balance of 313 Unscheduled as #1-8.

Unscheduled as #1-8.

Contractor's Representative [signature] H. M. Hanna Asst. Treasurer

Army (Navy) Representative Robert D. Fish, Major A.C. A.A.F. Technical Representative The Aviation Corporation Williamsport, Pennsylvania

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Report For Month Of NOVEMBER 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No.
Approval Expires 1/15/

Engines ☒ ☐

Facility LYCOMING Division-The Aviation Corp. City Williamsport State Pa.

(1) Item No.	7	8	9	10	11	12	13	14	15
(2) Model Designation	O-435-2	O-435-2	O-435-1	O-435-1	O-435-1	O-435-1	O-435-7	O-435-7	O-435-5
(3) Contracting Agency	AAF	NAVY	AAF	AAF	AAF	AAF	AAF	AAF	AAF
(4) Contract Number	AC-32741	32741 Sup.	AC-26217	AC-26217 Sup.	AC-26217 Sup.	AC-26217	AC-31740	AC-41019	AC-39257
(5) Contract Date	8-24-42	6-26-43	3-31-42	1-20-43	6-9-43		7-22-42	7-8-43	5-12-43
(6) Contract Quantity	240	1820	371	1275	850	2328	3	140	4
(7) Quantity This Month	27	-	-	216	-	-	-	-	-
(8) Quantity To Date	222	-	369	845	-	-	-	-	-
(9) Quantity To Be Shipped (6-8)	18	1820	2	430	850	2328	3	Cancelled	4
(10) Estimate By Months (Insert Names Of Months) December	18		249	249					4
January 1944		50	181	181	70		Experimental Project		
February		130			367				
March		255			217				
April		220			180				
May		175	134		16	134			
June		175	150			150			
July		175	150			150			
August		175	150			150			
September	TDN-1	175	145			146			
October	TDN-1	175	140			140			
November		115	175			155			
December			300			300			
January 1945			300			300			
February			225			225			
March	TDN-1		225			225			
April			187			214			
	Quantity previously reported by 2-2 Letter of Work not started	*Date of Letter of Contract			*Date of Letter of Contract	*Letter of Contract not as yet signed.		*Date of Letter of Contract	*Army P.O. No.- 43-26008-8
(11) Remainder Scheduled									
(12) Remainder Unscheduled									

Contractor's Representative R. S. KAUFF Asst. Treasurer

Army (Navy) Representative Robert E. Rose, Major A.C. A. A. F. Resident Representative The Aviation Corporation Williamsport, Pennsylvania

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Report For Month Of [redacted] 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 44-R090.1
Approval Expires [redacted] 1/15/44
Engines X [redacted]

Facility LYCOMING Division-The Aviation Corporation City Williamsport State Pa.

(1) Item No	16	17	18	19	20	21	22
(2) Model Designation	O-435-T	O-435-T	O-435-T	O-435-T	O-435-T	O-435-T	O-435-T
(3) Contracting Agency	W.Herrington	W.Herrington	W.Herrington	W.Herrington	Clark Bros.	Clark Bros.	Clark Bros.
(4) Contract Number	W294-ORD-909	W294-ORD-909	W294-ORD-1053	W294-ORD-909	*	*	*
(5) Contract Date	2-10-42	6-17-42	6-17-42	4-27-43	*	*	*
(6) Contract Quantity	~~650~~ 664	314	2	304	2	1	10
(7) Quantity This Month	~~59~~ 103	4	-	32	-	-	-
(8) Quantity To Date	~~650~~ 664	4	-	192	1	-	-
(9) Quantity To Be Shipped (6-8)	Completed	310	2	112	1	1	10
(10) Estimate By Months (Insert Names Of Months) December		166		64			
January 1944		144	2	48	1	1	2
February							4
March							4
April							
May							
June							
July							
August							
September							
October							
November							
December							
January 1945							
February							
March							
April							
	*Marmon-Herrington's P. O. No.- D-1187	*Marmon-Herrington's P. O. No.- D-1932	*Marmon-Herrington's P. O. No.- D-70906	*Marmon-Herrington's P.O. No.- D-7423	*Clark Bros. P. O. No. C-137559 8-9-43	*Clark Bros. P.O. No.- C-139082 9-15-43	*Clark Bros. P.O.No.- C-142425 11-27-43
(11) Remainder Scheduled							
(12) Remainder Unscheduled							

Contractor's Representative P. M. MAREK Asst. Treasurer

Army (Navy) Representative Robert B. Brock, Major A. C. A. A. F. Resident Representative The Aviation Corporation Williamsport, Pennsylvania

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Lycoming Div.-The Aviation Co... City Williamsport State Penna.

(1) Item No.	23	24	25	26	27	28
(2) Model Designation	O-290-1	O-290-3	O-290-3	O-235-2	O-235	O-290-C
(3) Contracting Agency	AAF	AAF DA	AAF	AAF	Engr. Board	G. & A Aircraft
(4) Contract Number	ac-31728	ac-31728	ac-31728Sup.	ac-31728Sup.	*	*
(5) Contract Date	12-29-42	12-29-42	6-26-43	5-27-43 *	*	*
(6) Contract Quantity	100	400	350	50	1	1
(7) Quantity This Month	-	5[illegible]	24	-	1	1
(8) Quantity To Date	62	393	24	-	1	1
(9) Quantity To Be Shipped (6-8)	38	7	326	50	Completed	Completed
(10) Estimate By Months (Insert Names Of Months) December	38	7	118	25		
January '44			80	25		
February			100			
March			28			
April						
May						
June						
July						
August						
September						
October						
November						
December						
January '45						
				*Date of Letter of Contract	*Army P.O. 29083 11-9-43	*GAA P.O. 18714 9-22-43
(11) Remainder Scheduled						
(12) Remainder Unscheduled						

Contractor's Representative R. J. Hob... Assistant Treasurer

Army (Navy) Representative [illegible] A.C. A.A.F. Resident Representative The Aviation Corporation Williamsport, Pennsylvania

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☑ ☐

Facility Lycoming Div.-The Aviation Corp. City Williamsport State Penna.

(1) Item No.	29	31	32	33	34	35	36		
(2) Model Designation	XH-2470	R 680-17	XH 2470-1	O-435-7	XH-2470-5	XH-2470-7	XH-2470-8		
(3) Contracting Agency	Navy	Army/Navy	Army	Army/Navy	Navy	Navy	Navy		
(4) Contract Number	NOa-81248	23052	39702	26317	NXS-5480	NXS-5480	NXS-5480		
(5) Contract Date	5-21-42	2-28-42	[illegible]	3-31-42	9-20-42	9-20-42	9-20-42		
(6) Contract Quantity	2	960	[illegible]	2	13	25	50		
(7) Quantity This Month	-	960	[illegible]	0	0	0	0		
(8) Quantity To Date	1	960	[illegible]	0	0	0	0		
(9) Quantity To Be Shipped (6-8)	1	0	2	2	13	25	50		
(10) Estimate By Months (Insert Names Of Months) December	Experimental Project								
January '44									
February									
March									
April									
May									
June									
July									
August									
September									
October									
November									
December									
January '45									
(11) Remainder Scheduled									
(12) Remainder Unscheduled				2	2	13	25	50	

Contractor's Representative R. H. Hebee
Assistant Treasurer

Army (Navy) Representative
Robert C. Ozan, Major, A.C.
A. A. F. Resident Representative
The Aviation Corporation
Williamsport, Pennsylvania

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒
☐

Facility Lycoming, Div.-The Aviation Co. City Williamsport State Penna.

(1) Item No.	30	
(2) Model Designation	O & O-145	
(3) Contracting Agency	*	
(4) Contract Number	*	
(5) Contract Date	*	
(6) Contract Quantity	* 434	
(7) Quantity This Month	10-11	
(8) Quantity To Date	* 434	
(9) Quantity To Be Shipped (6-8)	*	
(10) Estimate By Months (Insert Names Of Months) December		
January '44		
February		
March		
April		
May		
June		
July		
August		
September		
October		
November		
December	* O-O-145 Engines Shipped from stock to Various customers for use on Ar Training Service Airplanes.	
January '45		
(11) Remainder Scheduled		
(12) Remainder Unscheduled		

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Contractor's Representative E. A. Kabel Assistant Treasurer

Army (Navy) Representative Asst. Resident Representatives The Aviation Corporation Williamsport, Pennsylvania

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Report For Month Of NOVEMBER 1943

Budget Bureau No. 49-R050.1
Approval Expires 1-15-44

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 3 - TROUBLE CHART

CONFIDENTIAL

- Airplanes ☐
- Gliders ☐
- Targets ☐
- Link Trainers ☐
- Engines ☒
- Propellers ☐

Facility LYCOMING Division-The Aviation Corp. City Williamsport State Pa.

1. Trouble Chart

	New Facilities	X	Purchased Parts		Financial
X	Raw Materials	X	Sub-contractors		Other Reasons
	Machine Tools		Engineering		
	Labor		Power		
	Gov't. Furnished Equip.		Transportation		

2. Explanation: 1. COMMENTS BY MODEL AND CONTRACT (AMCR 1-A)

O-435-2	ac-32741	(Item 7)	Shortage of carburetors and carburetor difficulties experienced in test prevented shipment of this model as scheduled. The carburetor manufacturer has been contacted in an effort to correct the excessively rich flow. (See General Comments.)
IO-435-5	ac-39257	(Item 15)	Although these engines were shipped December 1, carburetor trouble prevented shipment in November as scheduled.
O-435-T	URD-909	(Items 17 and 19)	Shortage of Pistons (due to high scrap caused by porosity) and shortage of flywheel castings prevented shipment of scheduled engines. (See General Comments.)
O-290-1	ac-31728	(Item 23)	Carburetor difficulties experienced in test prevented shipment of this model. (See O-435-2 note above.) See General Comments.
O-290-3	ac-31728	(Items 24 and 25)	Complete shipment of this model prevented by shortage of pistons, and carburetor difficulties as mentioned above; and also by high by-pass oil flow. (A deviation has been secured, thereby eliminating future delays due to high oil flow.) See General Comments.

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Report for Month of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	R-760-E1	R-760-E1	R-760-E1	R-760-E2	R-760-E2	R-760-E2	R-975-11	R-1820-54	R-1820-54
(3) Contracting Agency	Dep't of Agr.	CWX-Brazil	BAN	CWX-Venez.	Southwest A	Amal.Sugar	Army	Army	Navy
(4) Contract Number	P.O. 851	1-7860	AC-1383	1-7537	P.O.44-1021F	Pending	AC-24934	AC-40109	Tentative
(5) Contract Date	8-14-43	10-25-43	11-27-43	5-21-43	7-30-43	-	~~4-2-43~~	~~10-2-43~~	-
(6) Contract Quantity	1	1	2	2	11	1	1234	500	237
(7) Quantity This Month	-	-	-	2(-)	3(1)	-	56(69)	-	-
(8) Quantity To Date	-	-	-	2	7(8)	-	1196(1216)	66	-
(9) Quantity To Be Shipped (6-8)	1	1	2	-	4(3)	1	38(18)	434	237
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.	1	1	2		4(3)	1	38(18)	1	
1944 Jan.									
Feb.								10	
Mar.								30	
Apr.								30	
May								40	
June								40	
July								40	
Aug.								40	
Sep.								40	
Oct.								40	
Nov.								40	
Dec.								40	
			Note 1						
				Completed 11-1-43					
(11) Remainder Scheduled								43	346
(12) Remainder Unscheduled									

Contractor's Representative T. M. Lucas - Director of Contract Administration.

Army (Navy) Representative John D. Markland, Major A.C. (For) C. E. Borkland, Lt. Col., AAF Resident Representative, U.S.A.

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Report Month Of [illegible]

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No.	10	11	12	13	14	15	16	17	18
(2) Model Designation	R-1820-56	R-1820-56	R-1820-56	R-1820-60	R-1820-60	R-1820-60	R-1820-60	R-1820-60	R-1820-60
(3) Contracting Agency	Navy	Navy	Navy	Army	Army	Army	Army	Navy	Navy
(4) Contract Number	~~P.O. A-9668~~	AC-32079	~~AC-40109~~	~~AC-20296~~	~~AC-22856~~	AC-24543	AC-32079	AC-32079	AC-40109
(5) Contract Date	~~4-12-43~~	~~Pending 60~~	~~13-2-43~~	~~6-30-41~~	~~11-14-41~~	1-10-42	9-3-42	~~Pending 60~~	~~15-2-43~~
(6) Contract Quantity	5	2170	2464	662	165	253	~~684~~	1130	1150
(7) Quantity This Month	3(2)	164(171)	-	47(36)	74(90)	-	-	286(264)	86(102)
(8) Quantity To Date	5	~~444(462)~~	-	661	74(90)	-	140	1006(1013)	86(102)
(9) Quantity To Be Shipped (6-8)	-	1726(1708)	2464	1	91(75)	253	~~544~~	124(117)	1064(1048)
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.		517(499)			21(5)			124(117)	219(203)
1944 Jan.		398			20				292
Feb.		349							313
Mar.		462			28				15
Apr.									10
May									10
June									10
July									
Aug.									
Sep.									
Oct.									
Nov.									
Dec.									
	Completed 11-22-43	Note 2			Note 3	Note 4	Note 5		Note 6
(11) Remainder Scheduled									
(12) Remainder Unscheduled		-		1	22	253	~~544~~		195

Contractor's Representative _____ Army (Navy) Representative _____

C. R. Borkland,
Lt. Colonel, Air Corps

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines ☒
Propellers ☐

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No	19	20	21	22	23	24	25	26	27
(2) Model Designation	R-1820-62	R-1820-62	R-1820-62	R-1820-64	R-1820-64	R-1820-64	R-1820-66	R-1820-66	R-1820-70
(3) Contracting Agency	Navy	Navy	Navy	Navy	Navy	Navy	Navy	Navy	Navy
(4) Contract Number	AC-32079	AC-24543	Tentative	AC-24543	AC-40109	Tentative	AC-40109	Tentative	Tentative
(5) Contract Date	~~Pending 60~~	1-10-42	-	1-10-42	~~10-2-43~~	-	~~10-2-43~~	-	
(6) Contract Quantity	700	267	605	2550	1701	3360	1950	225	6
(7) Quantity This Month	-	-	-	-	-	-	-(7)	-	-
(8) Quantity To Date	-	-	-	-	-	-	-(7)	-	-
(9) Quantity To Be Shipped (6-8)	700	267	605	2550	1701	3360	1950(1943)	225	6
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.							10(3)		1
1944 Jan.		2					77		5
Feb.		2					126		
Mar.		2					250		
Apr.		2					311		
May		4					361		
June		25					325		
July		60					320		
Aug.		100		321			170	30	
Sep.	55	70		735				100	
Oct.	125			740	81			95	
Nov.	125			754	785				
Dec.	125								
		See note 9		See note 9				Note 7	
(11) Remainder Scheduled	270		605		835	3360			
(12) Remainder Unscheduled									

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Lt. Colonel, Air Corps

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Report-P Month Of NOVEMBER 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7-31-45

Engines ☒
Propellers ☐

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No	28	29	30	31	32	33	34	35	36
(2) Model Designation	R-1820-71	R-1820-87	R-1820-93	R-1820-93	R-1820-97	R-1820-97	R-1820-G200	R-1820-G200	R-2600-19
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Kinner	Ordnance	Army
(4) Contract Number	AC-30425	AC-32079	AC-24543	AC-40109	AC-32079	AC-40109	P.O. 26650	Ord. 1606	AC-40109
(5) Contract Date	6-26-42	9-3-42	1-10-42	10-2-43	9-3-42	10-2-43	11-21-41	11-21-41	10-2-43
(6) Contract Quantity	268	169	31	624	2109	499	18	110	62
(7) Quantity This Month	9	22(5)	-	-	-	-	-	-	7(1)
(8) Quantity To Date	248(255)	169	31	-	457	-	4(10)	73	54
(9) Quantity To Be Shipped (6-8)	20(13)	-	-	624	1652	499	14(8)	37	8
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.	10(3)						6(-)	30	8
1944 Jan.	10						8	7	
Feb.									
Mar.									
Apr.									
May									
June									
July									
Aug.									
Sep.									
Oct.									
Nov.									
Dec.									
		Completed 11-25-43	Note 9 Completed	Note 10	Note 11	Note 12			
(11) Remainder Scheduled									
(12) Remainder Unscheduled				624	1652	499			

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Contractor's Representative _____ Army (Navy) Representative _____

C. R. Borkland,
Lt. Colonel, Air Corps

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Report For Month Of NOVEMBER 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 41-R090
Approval Expires 7/31/43

Engines ☒
Propellers ☐

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No.	37	38	39	40 -37	41 -41 -25-37	42 -55	43	44	45
(2) Model Designation	R-2600-23	R-2600-23	R-2600-23	R3350-13-21	R3350-19-23	R3350-23-53	R-3350-23	R-3350-35	R-3350-35
(3) Contracting Agency	Army	Army Supp	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	AC-32079	AC-32079	AC-4109	AC-18071	AC-20296	AC-29836	[illegible]	P.O. 20102	AC-32079
(5) Contract Date	9-3-42	9-3-42	10-2-43	5-25-41	6-30-41	6-25-42	11-25-43	10-12-39	9-3-42
(6) Contract Quantity	4520	1979	27	198	2690	1500	1417	36	429
(7) Quantity This Month	324(312)	-	-	-	231(234)	-	-	-	-
(8) Quantity To Date	2691(2719)	-	-	147	522(526)	-	-	31	-
(9) Quantity To Be Shipped (6-8)	1829(1801)	1979	27	51	2168(2164)	-	1417	5	429
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.	425(397)			4	330(326)	1500			
1944 Jan.	400			17	343				
Feb.	99	301		30	370				
Mar.		400			425				
Apr.		400			450				
May	318	82			250	200			
June	400					450			
July	187	163				450			
Aug.		350				400	50		
Sep.		283	27				439	5	56
Oct.							438		112
Nov.							438		162
Dec.							52		57
							Note 13		
(11) Remainder Scheduled									
(12) Remainder Unscheduled									42

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Contractor's Representative _____ Army (Navy) Representative _____

C. R. Borkland,
Lt. Colonel, Air Corps

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No.	46	47	48	49	50	51	52	53	54
(2) Model Designation	R-3350-35	R-3350-55	R-3350-8	R-3350-8	R-3350-8	R-3350-9	R-3350-10	R-3350-14	R-3350-14
(3) Contracting Agency	Army	Army	Navy	Navy	Navy	Army	Navy	Navy	Navy
(4) Contract Number	~~AC-1686~~	AC-1686	V-338666	V-338677	Tentative	AC-15738	AC-22093	NOa 7[illegible]6	P.O. 21503
(5) Contract Date	~~11-25-43~~	11-25-43	11-10-43	11-10-43	-	4-4-41	11-15-41	6-29-40	11-15-41
(6) Contract Quantity	1062	6440	5	1	4	1	4	1	2
(7) Quantity This Month	-	-	-	-	-	-	-	-	-
(8) Quantity To Date	-	-	-	-	-	-	2	-	-
(9) Quantity To Be Shipped (6-8)	1062	6440	5	1	4	1	2	1	2
(10) Estimate By Months (insert Names Of Months) 1943 Dec.									
1944 Jan.			1						
Feb.							2	1	2
Mar.									
Apr.									
May			4						
June				1					
July									
Aug.									
Sep.					4				
Oct.									
Nov.									
Dec.		541							
						Note 14			
(11) Remainder Scheduled	1062	5899							
(12) Remainder Unscheduled						1			

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C. R. Borkland,
Lt. Colonel, Air Corps

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines ☒
Propellers ☐

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No.	55	56	57	58	59	60	61	62	63
(2) Model Designation	R-3350-14	R-3350-14	R-3350-14	R-3350-14	R-3350-14	R-3350-16	R-3350-17	R-3350-31	R-3350-31
(3) Contracting Agency	Navy	Navy	Navy	Navy	Navy	Navy	Army	Army	Army
(4) Contract Number	AC-20296	AC-22003	AC-29836	AC-29836	NAs-13960	P.O. 213882	AC-20096	AC-15738	AC-29836
(5) Contract Date	Pending	Pending	6-25-42	6-25-42	12-19-40	Pending	6-27-41	4-4-41	Pending
(6) Contract Quantity	150	826	537	2	1	6	6	1	3
(7) Quantity This Month	-	-	2	-	-	-	-	-	-
(8) Quantity To Date	-	-	2	-	-	-	1	-	-
(9) Quantity To Be Shipped (6-8)	150	826	535	2	1	6	5	1	3
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.			11						
Jan.			4		1				
Feb.			16	2		1			
Mar.			25			3	1		
Apr.			48			2			
May			71						
June			99						
July			125						
Aug.	14		136						
Sep.	136	35							
Oct.		171							3
Nov.		171							
Dec.		165							
		Note 15					Note 16		
(11) Remainder Scheduled		82						1	
(12) Remainder Unscheduled		202					4		

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C. R. Borkland,
Lt. Colonel, Air Corps

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines ☒
Propellers ☐

Facility Wright Aeronautical Corporation City Paterson State New Jersey

(1) Item No	64	65	66	67	68	69	70	71	72
(2) Model Designation	R-3350-31	R-3350-43	XR-2160-1	XR-2160-3	XR-2160-5	XR-4090-1	XR-4090-2		
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Navy		
(4) Contract Number	AC-32079	AC-18071	AC-13079	AC-19438	AC-79438	AC-30116	AC-30116		
(5) Contract Date	9-3-42	6-29-42	1-23-40	6-24-41	6-24-41	10-28-42	10-28-42		
(6) Contract Quantity	15	8	1	5	5	3	1		
(7) Quantity This Month	-	-	-	-	-	-	-		
(8) Quantity To Date	-	1	-	-	-	-	-		
(9) Quantity To Be Shipped (6-8)	15	7	1	5	5	3	1		
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.		2				1	1		
1944 Jan.						1			
Feb.		1				1			
Mar.		1							
Apr.		1							
May									
June									
July									
Aug.									
Sep.									
Oct.	1								
Nov.	4								
Dec.	10								
		Note 17							
(11) Remainder Scheduled									
(12) Remainder Unscheduled		2	1	5	5				

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C. R. Borkland,
Lt. Colonel, Air Corps

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Report For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

No. 1-A. Actual and Estimated Shipments

Engines ☒ ☐

Facility Wright Aero Corporation City Paterson State New Jersey

(1) Item No.	71	72	73	74	75	76	77	78	79
(2) Model Designation	R-3350-19	R-3350-41	R-3350-35	R-760-E2	YR-1820-44	R-1820-66	R-1820-56	R-1820-60	R-1820-66
(3) Contracting Agency	Army	Army	Army	Army DA	Army DA	A. for M.	A. for M.	A. for M.	A. for M.
(4) Contract Number	20296	20296	20296			40109	40109	40109	40109
(5) Contract Date						6-27-43	6-27-43	6-27-43	6-27-43
(6) Contract Quantity	18	43	15	2	34	1500	1500	950	450
(7) Quantity This Month	0	0	0	0	0	0	0	0	0
(8) Quantity To Date	12	43	15	2	34	1500	1500	950	450
(9) Quantity To Be Shipped (6-8)									
(10) Estimate By Months (Insert Names Of Months)			C-69			SBD-6	FM-2	SBD-5	
(11) Remainder Scheduled	12	43	15	2	34	1500	1500	950	450
(12) Remainder Unscheduled									

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Wright Aero Corp. City Paterson State New Jersey

(1) Item No.	T0	T1	T2	T3	T4
(2) Model Designation	R-3350-6	R-3350-14	R-760-E2	R-760-E2	R-760-E2
(3) Contracting Agency	A. for M.	A. for M.	Comb.	Comb.	Comb.
(4) Contract Number	22003	22003			
(5) Contract Date	11-15-41	11-15-42			
(6) Contract Quantity	240	398	7	2	2
(7) Quantity This Month	0	0	0	0	0
(8) Quantity To Date	0	0	0	0	0
(9) Quantity To Be Shipped (6-8)	240	398	7	2	2
(10) Estimate By Months (Insert Names Of Months)		SBD-1	C-72B	SR-9	18-A
(11) Remainder Scheduled					
(12) Remainder Unscheduled	240	398	7	2	2

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November 1943

A.N.P.R.-1A

Wright Aeronautical Corporation
Paterson, New Jersey

NOTES

Note 1. (Item 3) These engines were part of the three tentative R-760-E1 engines reported on Item 3 of ANPR for October. The remaining engine (tentatively assigned for C.A.A.) was not approved.

Note 2. (Item 11) Seven (7) engines reported accepted in October were rejected and therefore the total of 171 engines reported accepted was in error. This total should read 164, making a total of 291 engines accepted on this item (Item 13 on October ANPR) to October 31, 1943. The Balance due on this contract (AC-32079) should have read 1879 instead of 1872. Actual shipments were not affected by this change.

Note 3. (Item 14) Twenty-two (22) R-1820-60 engines on this contract are to be cancelled.

Note 4. (Item 15) Two hundred and fifty three (253) R-1820-60 engines on this contract are to be cancelled.

Note 5. (Item 16) Five hundred and forty four (544) R-1820-60 engines on this contract are to be cancelled. The total quantity of R-1820-60 engines to be cancelled is 819. (The total of the engines cancelled in Notes 3,4, & 5)

Note 6. (Item 18) One hundred and ninety five (195) R-1820-60 engines of this contract are to be changed to R-1820-66.

Note 7. (Item 26) This total of 225 engines is comprised of 195 R-1820-60 to be changed to -66, and 30 additional R-1820-66 engines to be procured.

Note 9. (Item 30) This contract originally called for 4420 R-1820-93 engines, which were disposed of as follows:

2550 changed to R-1820-64 (Item 22)
267 changed to R-1820-62 (Item 20)
1572 cancelled
31 shipped

Note 10. (Item 31) These 624 R-1820-93 engines are cancelled and will not be shown on future reports.

Note 11. (Item 32) The remaining 1652 R-1820-97 engines are to be cancelled.

Note 12. (Item 33) The 499 R-1820-97 engines are to be cancelled.

Note 13. (Item 41) The 1417 R-3350-23 engines of this order are to be changed to the following designations - 250 R-3350-53, 1167 R-3350-55.

Note 14. (Item 51) This R-3350-9 engine is to be cancelled.

Note 15. (Item 56) The 202 engines shown in column 12 of this item are to be cancelled.

Note 16. (Item 61) Four (4) R-3350-17 engines on this item are to be cancelled.

Note 17. (Item 65) Two (2) R-3350-43 engines on this item are to be cancelled.

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Report For Month Of **November 1943**

Budget Bureau No. 49-R050.1
Approval Expires 1-15-44

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 3 - TROUBLE CHART

- Airplanes ☐
- Gliders ☐
- Targets ☐
- Link Trainers ☐
- Engines ☒
- Propellers ☐

Facility **Wright Aeronautical Corp.** City **Paterson** State **New Jersey**

1. Trouble Chart

	New Facilities		Purchased Parts		Financial
	Raw Materials		Sub-contractors		Other Reasons
	Machine Tools		Engineering		
X	Labor		Power		
	Gov't Furnished Equip		Transportation		

2. Explanation **Labor shortage is adversely affecting production.**

1. **Engines Accepted** 1303

Engine Horsepower	2,048,860
Spare Parts (41.8%)	928,133
Total Horsepower	2,976,993
Engines	$15,695,701.50
Spare Parts	7,064,012.00
Total	$22,759,713.50

2. **November, 1943**

Engine Scheduled	1781
Engines Shipped	1316
Engines Accepted (Not Shipped)	124
	1440
Carryovers	341

3. **The following engines were delayed during November.**

R-1820-56 AC-32079 R-2600-23 AC-32079

The above engines were delayed due to Master Rod and Clutch Sun Gear trouble.

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CONTINENTAL MOTORS CORPORATION
Detroit Division
12801 East Jefferson Avenue
Detroit 14, Mich., U. S. A.

CONFIDENTIAL

December 2, 1943

Via: Army Air Forces Resident Representative

To: Commanding General
Army Air Forces, Materiel Command
Wright Field
Dayton, Ohio

Attention: Statistical Control Office 3-3
Mail Unit Box No. 40

Subject: AMPR's No. 1-A, 3, 4, and 5, for the Month of November, 1943

NO COMMENT 12.3-43 F.W.F.

1. Enclosed for your information and files, are the subject Reports for the month of November, 1943.

2. As instructed by you, we are also mailing a copy of subject Reports to the War Manpower Commission for their records, and also, three copies of each to the Inspector of Naval Aircraft, USN, for his information.

3. Please note the following increases, decreases, and cancellations, occurring during the month of November:

A. Pacific Car & Foundry Order M4-62 (Item 8 on previous month's Report) has been canceled.

B. Pressed Steel Order 162X100 (Item 9) has been decreased from 5668 to 4186.

C. Montreal Locomotive Order ATM-725 (Item 13) has been increased from 3116 to 3630.

D. Pullman-Standard Car Order H129-2161 (Item 17 on previous report) has been canceled.

E. American Locomotive Order TS-301 (Item 11) has been reduced from 1320 to 1301.

On AMPR No. 1-A for months of September and October, 1943, this Order (which is Item 12 for those months) should be corrected to read as follows:

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Commanding General
AAF, Materiel Command
Wright Field; Dayton, O.

Qty This Month: 96 instead of 64
Qty To Date: 565 instead of 533
Qty To Be Shipped: 755 instead of 787

Qty scheduled for Oct.(on Sept.Report) and Nov. (on Oct.Report) should be 369 instead of 401.

Qty shown on October Report in "Qty This Month" column to remain "0", as none were shipped that month; consequently, the remaining figures were brought forward.

(This error was detected during preparation of the November Report, and is due to a late shipment report for the month of September, concerning which our other records were corrected accordingly at the time, but the AMPR was overlooked).

F. Pressed Steel Order 113X1867 (Item 8) was completed in September, 1943. This has been carried on the Report for two months, as requested, so will be dropped from the Report next month.

4. We trust you will find the attached in order. We have also prepared an additional copy of AMPR No. 4 for transmittal to Aircraft Section, Division of Construction and Public Employment, Bureau of Labor Statistics, Labor Building, Washington 25, D. C., as per your instructions of November 27, 1943.

CONTINENTAL MOTORS CORPORATION

A. Wild

A. Wild, Vice President and
Manager - Aircraft Division

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Report for Month of ~~November~~, 1943

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility CONTINENTAL MOTORS CORPORATION City DETROIT State MICHIGAN

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model Designation	R975-13	R975-32	R975-C1	R975-C1	R975-C1	R975-C1	R975-C1	R975-C1 ORD. SUBCONT. PRESS. STEEL	R975-C1 ORD. SUBCONT. PRESS. STEEL
(3) Contracting Agency	U.S.A.A.F.	USAAF(NAVY)	U.S.ORD.	U.S.ORD.	U.S.ORD.	U.S.ORD.	U.S.ORD.	ORD-6501	ORD-6501
(4) Contract Number	AC-38317	AC-38811	ORD-2299	ORD-2299	ORD-5058	ORD-6259	ORD-6501	113X1867	162X100
(5) Contract Date	3-10-43	3-30-43	7-30-43	8-18-42	2-23-43	5-18-43	6-14-43	4-25-42	9-24-42
(6) Contract Quantity	3	1975	2000	63	2000	54	330	1557	4186
(7) Quantity This Month	0	0	0	0	10	0	0	0	226
(8) Quantity To Date	2	0	0	4	1619	0	136	1557	1279
(9) Quantity To Be Shipped (6-8)	1	1975	2000	59	381	54	194	0	2907
(10) Estimate By Months (Insert Names Of Months)									
December, 1943		15			277	27	194		374
January, 1944		51	500		104	27			399
February		177	500						350
March		182	500						350
April		182	500						500
May		182							500
June		182							434
July		182							
August		182							
September		182							
October		182							
November		182							
December		94							
(11) Remainder Scheduled		1975	2000		381	54	194	0	2907
(12) Remainder Unscheduled	1			59					

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Contractor's Representative A. Wild
A. Wild - Vice President

Army (Navy) Representative J. W. Fowler

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Report For Month Of NOVEMBER, 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090

Approval Expires 7/31/43

Engines [X]

Propellers [ ]

Facility CONTINENTAL MOTORS CORPORATION City DETROIT State MICHIGAN

(1) Item No.	10	11	12	13	14	15	16	17	18
(2) Model Designation	R975-C1	R975-C1	R975-C1	R975-C1	R975-C1	R975-C1	R975-C1	R975-C1	R975-C1
(3) Contracting Agency	ORD.SUBCONT. AMER.LOCO.	ORD.SUBCONT. AMER.LOCO.	ORD.SUBCONT. AMER.LOCO.	ORD.SUBCONT. MONTREAL	ORD.SUBCONT. LIMA LOCO.	ORD.SUBCONT. BALDWIN	ORD.SUBCONT. BUICK	ORD.SUBCONT. BUICK	ORD.SUBCONT. BUICK
(4) Contract Number	TK-5001	TS-301	TC-50	ATM-725	T5501-3	41020-794	17788	25422	28955
(5) Contract Date	5-4-42	10-7-42	2-6-43	12-1-42	2-18-42	9-21-42	2-26-43	7-12-43	9-15-43
(6) Contract Quantity	4146	1301	396	3630	1645	1573	1320	1188	1188
(7) Quantity This Month	0	64	0	96	0	31	280	0	0
(8) Quantity To Date	3966	629	0	2132	1643	1352	880	0	0
(9) Quantity To Be Shipped (6-8)	180	672	396	1498	2	221	440	1188	1188
(10) Estimate By Months (Insert Names Of Months)									
December, 1943	90		200	300	2	152	150	396	396
January, 1944	90		196	276		69	157	396	396
February		107		204			133	396	396
March		107		204					
April		107		257					
May		107		257					
June		107							
July		107							
August		30							
September									
October									
November									
December									
(11) Remainder Scheduled	180	672	396	1498	2	221	440	1188	1188
(12) Remainder Unscheduled									

Contractor's Representative A. Wild

A. Wild - Vice President

Army (~~Navy~~) Representative F. W. Fowler

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Report For Month Of NOVEMBER, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R006
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility CONTINENTAL MOTORS CORPORATION City DETROIT State MICHIGAN

(1) Item No	19
(2) Model Designation	R975-C1
(3) Contracting Agency	ORD-SUBCONT. CHRYSLER
(4) Contract Number	TA-711809
(5) Contract Date	4-30-43
(6) Contract Quantity	5148
(7) Quantity This Month	679
(8) Quantity To Date	1624
(9) Quantity To Be Shipped (6-8)	3524

(10) Est. date by Months (Insert Names Of Months)

December, 1943	300
January, 1944	300
February	300
March	300
April	510
May	500
June	500
July	500
August	168
September	146
October,	
November	
December	

(11) Remainder Scheduled	3524
(12) Remainder Unscheduled	

Contractor's Representative A. Wild
A. Wild - Vice President

Army (~~Navy~~) Representative F. W. Fowler

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Report For Month Of NOVEMBER, 1943

Budget Bureau No 49-R050.1
Approval Expires 1-15-44

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 3 - TROUBLE CHART

- Airplanes [ ]
- Gliders [ ]
- Targets [ ]
- Link Trainers [ ]
- Engines [X]
- Propellers [ ]

Facility CONTINENTAL MOTORS CORP. City DETROIT State MICHIGAN

1. Trouble Chart

	New Facilities		Purchased Parts		Financial
	Raw Materials		Sub-contractors		Other Reasons
	Machine Tools		Engineering		
	Labor		Power		
	Gov't. Furnished Equip.		Transportation		

2. Explanation

SCHEDULE BEING MET AS RELEASED.

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CONTINENTAL MOTORS CORPORATION
Detroit Division
12801 East Jefferson Avenue
Detroit 14, Mich., U. S. A.

CONFIDENTIAL

December 2, 1943

Via: Army Air Forces Resident Representative

To: Commanding General
Army Air Forces, Materiel Command
Wright Field
Dayton, Ohio

Attention: Statistical Control Office 3-3
Mail Unit Box No. 40

12-3-43
ZWT

Subject: AMPR's No. 1-A, 3, 4, and 5, for the Month of November, 1943

1. Enclosed for your information and files, are the subject Reports for the month of November, 1943.

2. As instructed by you, we are also mailing a copy of subject Reports to the War Manpower Commission for their records, and also, three copies of each to the Inspector of Naval Aircraft, USN, for his information.

3. Please note the following increases, decreases, and cancellations, occurring during the month of November:

A. Pacific Car & Foundry Order M4-62 (Item 8 on previous month's Report) has been canceled.

B. Pressed Steel Order 162X100 (Item 9) has been decreased from 5668 to 4186.

C. Montreal Locomotive Order ATM-725 (Item 13) has been increased from 3116 to 3630.

D. Pullman-Standard Car Order H129-2161 (Item 17 on previous report) has been canceled.

E. American Locomotive Order TS-301 (Item 11) has been reduced from 1320 to 1301.

On AMPR No. 1-A for months of September and October, 1943, this Order (which is Item 12 for those months) should be corrected to read as follows:

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Commanding General
AAF, Materiel Command
Wright Field; Dayton, O.

Qty This Month: 96 instead of 64
Qty To Date: 565 instead of 533
Qty To Be Shipped: 755 instead of 787

Qty scheduled for Oct.(on Sept.Report) and Nov. (on Oct.Report) should be 369 instead of 401.

Qty shown on October Report in "Qty This Month" column to remain "0", as none were shipped that month; consequently, the remaining figures were brought forward.

(This error was detected during preparation of the November Report, and is due to a late shipment report for the month of September, concerning which our other records were corrected accordingly at the time, but the AMPR was overlooked).

F. Pressed Steel Order 113X1867 (Item 8) was completed in September, 1943. This has been carried on the Report for two months, as requested, so will be dropped from the Report next month.

4. We trust you will find the attached in order. We have also prepared an additional copy of AMPR No. 4 for transmittal to Aircraft Section, Division of Construction and Public Employment, Bureau of Labor Statistics, Labor Building, Washington 25, D. C., as per your instructions of November 27, 1943.

CONTINENTAL MOTORS CORPORATION

A. Wild

A. Wild, Vice President and
Manager - Aircraft Division

sp
Encls.

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 40-R090.1
Approval Expires 7/15/44

Engines ☒ ☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	1	2	3	4	5	6	7	8
(2) Model Designation	V-3420-7	V-1710-65	V-1710-93	V-1710-69	V-1710-71	V-1710-93	V-1710-109	V-1710-81
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	ac-11328	ac-24657	ac-24557	ac-29292	ac-29292	ac-30859	ac-30859	ac-32125
(5) Contract Date	6/27/38	5/4/42	5/4/42	7/9/42	7/9/42	10/10/42	10/10/42	12/28/42
(6) Contract Quantity	1	549	186	1	1	4,014	1,407	2
(7) Quantity This Month	0	18	92	0	0	0	0	2
(8) Quantity To Date	0	18	168	0	0	82	0	2
(9) Quantity To Be Shipped (6-8)	1	531	18	1	1	3,932	1,407	0
(10) Estimate by Months (Insert Names Of Months)								
December 1943		181	18			242		
January 1944		350				300		
February	1					300		
March						326		
April						583		
May						760		
June						760		Complete
July						661	79	
August							760	
September							568	
October								
November								
Balance				1	1			
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒
☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	9	10	11	12	13	14	15	16
(2) Model Designation	V-1710-89	V-1710-91	V-1710-89	V-1710-91	V-1710-99	V-1710-109	V-1710-F30L	V-1710-F30R
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	ac-32125	ac-32125	ac-36110	ac-36110	ac-36110	ac-36110	ac-36110	ac-36110
(5) Contract Date	12/28/42	12/28/42	3/5/43	3/5/43	3/9/43	3/6/43	3/6/43	3/6/43
(6) Contract Quantity	1,099	1,100	1,541	1,542	2,800	1,952	118	120
(7) Quantity This Month	315	232	0	0	410	0	0	0
(8) Quantity To Date	946	864	0	0	1,773	0	0	0
(9) Quantity To Be Shipped (6-8)	153	236	1,541	1,542	1,027	1,952	118	120
(10) Estimate By Months (Insert Names Of Months)								
December 1943	153	236	82	82	650			
January 1944			460	460	377			
February			432	432				
March			309	309				
April			258	259				
May							118	120
June								
July								
August								
September						232		
October						800		
November						920		
(11) Remainder Scheduled								
(12) Remainder Unscheduled		-						

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R000.1
Approval Expires 1/15/44

Engines [X]
[ ]

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	17	18	19	20	21	22	23	24
(2) Model Designation	V-1710-81	V-1710-85	V-1710-99	V-1710-F30R	V-1710-F30L	V-3420-17	V-3420-810	V-1710-83
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	ac-36119	ac-40607	ac-40607	ac-40607	ac-40607	ac-30124	W33038ac-11	W33038ac-1106
(5) Contract Date	3/5/43	9/28/43	9/28/43	9/28/43	9/28/43	10/28/42	Tentative	Tentative
(6) Contract Quantity	431	2,951	1,400	1,770	1,770	2	3,500	35
(7) Quantity This Month	100	345	0	0	0	2	0	0
(8) Quantity To Date	100	2,795	0	0	0	2	0	0
(9) Quantity To Be Shipped (6-8)	331	156	1,400	1,770	1,770	0	3,500	35
(10) Estimate By Months (Insert Names Of Months)								
December 1943	200	156					1	
January 1944			53					
February			486				5	
March			217				25	35
April	131		200	145	146	Complete	50	
May			444	448	448		100	
June				670	670		130	
July				507	506		200	
August							250	
September							250	
October								
November								
Balance							2,470	
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R060.1
Approval Expires 1/15/44

Engines [X] [ ]

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	25	26	27	28	29	30	31	32
(2) Model Designation	V-1710-35	V-1710-73	V-1710-81	V-1710-87	V-1710-89	V-1710-91	V-1710-97	V-3420-19
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	W33038ac1106	W33038ac1106	W33038ac1106	W33038ac1106	W33038ac1106	W33038ac1106	43-21965E	43-27690E
(5) Contract Date	Tentative	Tentative	Tentative	Tentative	Tentative	Tentative	3/23/43	4/21/43
(6) Contract Quantity	507	98	325	160	162	162	5	12
(7) Quantity This Month	0	0	0	0	0	0	0	1
(8) Quantity To Date	0	0	0	0	0	0	0	1
(9) Quantity To Be Shipped (6-8)	507	98	325	160	162	162	5	11
(10) Estimate By Months (Insert Names Of Months)								
December 1943								4
January 1944								5
February	350							2
March	157	98	325	100	112	112		
April				60	50	50		
May								
June								
July								
August								
September								
October								
November								
Balance							5	
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R096.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	33	34						Total	
(2) Model Designation	V-1710-103	V-1710-75	V-1710-91	V-1710-89	V-1710-91	V-1710-93	V-1710-93		V-1710-89
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army		Army
(4) Contract Number	43-38303	44-3965 E							
(5) Contract Date	6/30/43	11/24/43							
(6) Contract Quantity	5	3	3420	2400	2400	1400	700	29,731	2020
(7) Quantity This Month	0	0	0	0	0	0	0	1,617	0
(8) Quantity To Date	0	0	0	0	0	0	0	6,751	0
(9) Quantity To Be Shipped (6-8)	5	3	3420	2400	2400	1400	700	22,980	2020
(10) Estimate By Months (Insert Names Of Months)									
December 1943								2,004	
January 1944								2,006	
February								2,008	
March								2,125	
April								2,150	
May								2,200	
June			1430					2,250	1420
July			1490					1,973	1600
August				250	250			1,010	
September				700	700	22		1,050	
October				200	700	840		800	
November				700	700	478		920	
			Extended	460	460		34		
			Taken						
Balance	5	3	from Oct			262		2,485	
(11) Remainder Scheduled									
(12) Remainder Unscheduled							700		

Contractor's Representative ..... Army (Navy) Representative .....

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A.W.P.R. No. 1-A

Allison Division
General Motors Corporation

EXPLANATION OF DIFFERENCES FROM PRIOR REPORT

November 30, 1943

Item No.	
6	1,141 V-1710-93 minus gear box converted to V-1710-93 plus gear box - per pending change order
15	A decrease of 216 V-1710-F30L - per C.C.N. No. 2 (N-1483)
16	A decrease of 215 V-1710-F30R - per C.C.N. No. 2 (N-1483)
17	216 V-1710-F30L and 215 V-1710-F30R converted to F20R - per C.C.N. No. 2 (N-1483)
34	P. O. 44-3956 R added for 3 V-1710-75

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	1	2	3	4	5	6	7	8
(2) Model Designation	V-3420-7	V-1710-95	V-1710-93	V-1710-69	V-1710-71	V-1710-93	V-1710-109	V-1710-81
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	ac-11328	ac-24557	ac-24557	ac-29292	ac-29292	ac-30859	ac-30859	ac-32128
(5) Contract Date	6/27/39	5/4/42	5/4/42	7/3/42	7/3/42	10/10/42	10/10/42	12/28/42
(6) Contract Quantity	1 ✓	849 ✓	106 ✓	1 ✓	1 ✓	~~1,214~~ 242	~~1,807~~ 2,604	2 ✓
(7) Quantity This Month	0	18 ✓	92 ✓	0	0	0	0	2 ✓
(8) Quantity To Date	0	18 ✓	106 ✓	0	0	82	0	2 ✓
(9) Quantity To Be Shipped (6-8)	1	831	16	1	1	~~1,132~~ 2239	~~1,807~~ 2604	0
(10) Estimate By Months (Insert Names Of Months)								
December 1943		181	16			242 242		
January 1944		350				300 300		
February	1					300 300		
March						326 326		
April						563 563		
May						700 740		
June						~~700~~ 248	512	Complete
July						~~Sat~~	~~700~~ 760	
August							700	
September	Jet			Jet			800	
October			P.6		Jet			
November								
Balance				1	1	P.6		
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

Contractor's Representative B. Kenyon Army (Navy) Representative Harold E. Wilber

HAROLD E. WILBER
MAJ. ~~Capt.~~, Air Corps
AAF Resident Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☑ ☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	9	10	11	12	13	14	15	16
(2) Model Designation	V-1710-89	V-1710-91	V-1710-89	V-1710-91	V-1710-89	V-1710-109	V-1710-F30L	V-1710-F30R
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	ac-32125	ac-32125	ac-36110	ac-36110	ac-36110	ac-36110	ac-36110	ac-36110
(5) Contract Date	12/22/42	12/22/42	3/5/43	3/5/43	3/5/43	3/5/43	3/5/43	3/5/43
(6) Contract Quantity	1,000 ✓	1,100 ✓	1,661 1661	1,660 1660	2,800 ✓	1,242 ✓	116	120
(7) Quantity This Month	316 ✓	232 ✓	0	0	410 ✓	0	0	0
(8) Quantity To Date	946 ✓	864 ✓	0	0	1,773 ✓	0	0	0
(9) Quantity To Be Shipped (6-8)	153	236	1,661 1661	1,660 1660	1,027	1,242	116	120
(10) Estimate By Months (Insert Names Of Months)								
December 1943	153	236	82	82	650			
January 1944			490	490	377			
February			432	432				
March			309	309				
April			348 378	289 377			116	120
May								
June								
July								
August								
September						252 282		
October						300 320		
November						290 920		
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

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Contractor's Representative ..... Army (Navy) Representative .....

HAROLD E. WILSON
MAJ. Corps, Air Corps
AAF Resident Representative

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Report For Month Of November 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

No. 1-A. Actual and Estimated Shipments

Engines ☑ ☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	17	18	19	20	21	22	23	24
(2) Model Designation	V-1710-81	V-1710-85	V-1710-83	V-1710-93[3]	V-1710-93[1]	V-3420-17	V-3420-C10	V-1710-83
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	ac-36110	ac-40807	ac-40807	ac-40807	ac-40807	ac-30124	[illegible]	[illegible]
(5) Contract Date	5/5/43	9/28/43	9/28/43	9/28/43	9/28/43	10/29/42	Tentative	Tentative
(6) Contract Quantity	481	2,981	1,400	1,770	1,770	2	3,500	35
(7) Quantity This Month	100	345	0	0	0	2	0	0
(8) Quantity To Date	100	2,725	0	0	0	2	0	0
(9) Quantity To Be Shipped (6-8)	381	156	1,400	1,770	1,770	0	3,500	35
(10) Estimate By Months (Insert Names Of Months)								
December 1943	200	156						
January 1944			33					
February			486				5	
March			217			2	25	35
April	181		200	145 145	146 146	Complete	50	
May			464	448 448	448 448		100	
June				670 670	670 670		150	
July				507 507	506 506		200	
August							250	
September							250	
October								
November								
Balance							2,470	
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

P-39 P-40 P-38 P-38 P-75

Contractor's Representative .....

Army (Navy) Representative .....

HAROLD E. WILBER
MAJ ~~Capt.~~, Air Corps
AAF Resident Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	25	26	27	28	29	30	31	32
(2) Model Designation	V-1710-35	V-1710-73	V-1710-81	V-1710-87	V-1710-89	V-1710-91	V-1710-97	V-3420-19
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army	Army
(4) Contract Number	W535[illegible]	W535[illegible]	W535[illegible]	W535[illegible]	W535[illegible]	W535[illegible]	43-21965[illegible]	43-27[illegible]
(5) Contract Date	Tentative	Tentative	Tentative	Tentative	Tentative	Tentative	3/25/43	4/21/43
(6) Contract Quantity	507	98	325	100	102	102	5	12
(7) Quantity This Month	0	0	0	0	0	0	0	1
(8) Quantity To Date	0	0	0	0	0	0	0	1
(9) Quantity To Be Shipped (6-8)	507	98	325	100	102	102	5	11
(10) Estimate By Months (Insert Names Of Months)								
December 1943								4
January 1944								5
February	350							2
March	157	98	325	100	112	112		
April				80	50	50		
May								
June								
July								
August								
September								
October								
November								
Balance							5	
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

Contractor's Representative ..... Army (Navy) Representative .....

HAROLD E. WILBER
MAJ. —, Air Corps
AAF Resident Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

No. 1-A. Actual and Estimated Shipments

Engines ☒ ☐

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

(1) Item No.	33	34	35					Total	
(2) Model Designation	V-1710-10S	V-1710-7S	V-1710-91	V-1710-91	V-1710-91	V-1710-93	V-1710-93		
(3) Contracting Agency	Army	Army	Army	Army	Army	Army	Army		
(4) Contract Number	43-38878	44-3066 E							
(5) Contract Date	6/30/43	11/24/43	Inst.	Inst.	Inst.	Inst.	Inst.		
(6) Contract Quantity	5 ✓	3	3080	2800	2800	1400	700	29,721	
(7) Quantity This Month	0	0	0	0	0	0	0	1,317	
(8) Quantity To Date	0	0	0	0	0	0	0	8,721	
(9) Quantity To Be Shipped (6-8)	5	3	3080	2800	2800	1400	700	21,000	
(10) Estimate By Months (Insert Names Of Months)									
December 1943								2,004	
January 1944								2,025	
February								2,006	
March								2,125	
April				P.33	P.31	P.63		2,150	
May								2,200	
June			1480					2,280	1480
July			1600					1,073	1600
August				240	240			1,019	
September				700	700	82		1,050	
October			Scheduled	700	700	840		800	
November			before	700	700	478		820	Scheduled
			from	460	460				before
			A.F.P.				P.39		from A.F.P.
Balance	5	3		Scheduled before from A.F.P.				2,486	
(11) Remainder Scheduled									
(12) Remainder Unscheduled							700		

Contractor's Representative ..... Army (Navy) Representative .....

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HARRELL L. MAJ. Air Corps
AAF Resident Representative

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A.W.P.R. No. 1-A

Allison Division
General Motors Corporation

EXPLANATION OF DIFFERENCES FROM
PRIOR REPORT

November 30, 1943

Item No.	
6	1,141 V-1710-93 minus gear box converted to V-1710-93 plus gear box - per pending change order
15	A decrease of 216 V-1710-F30L - per C.C.N. No. 2 (N-1483)
16	A decrease of 215 V-1710-F30R - per C.C.N. No. 2 (N-1483)
17	216 V-1710-F30L and 215 V-1710-F30R converted to F3CR - per C.C.N. No. 2 (N-1483)
34	P. O. 44-3966 X added for 8 V-1710-75

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Report For Month Of November, 1943

Budget Bureau No. 49-R050.1
Approval Expires 1-15-44

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 3 - TROUBLE CHART

Airplanes	
Gliders	
Targets	
Link Trainers	
Engines	X
Propellers	

Facility Allison Division General Motors Corporation City Indianapolis State Indiana

1. Trouble Chart

	New Facilities		Purchased Parts		Financial
X	Raw Materials		Sub-contractors		Other Reasons
X	Machine Tools		Engineering		
X	Labor		Power		
X	Gov't. Furnished Equip.		Transportation		

2. Explanation

Criticals being pursued in prescribed manner through AAF Resident Representative.

HAROLD E. WILBER
MAJ. ~~Cmpl.~~, Air Corps
AAF Resident Representative

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. Of NOVEMBER, 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Jacobs Aircraft Engine Co. City Plant No. 1, Pottstown State Pennsylvania

(1) Item No.	1	2
(2) Model Designation	R-755-3	R-755-9
(3) Contracting Agency	Army	Army
(4) Contract Number	ac-32745	SA #1 to 32745
(5) Contract Date	12-7-42	6-8-43
(6) Contract Quantity	2700	5000
(7) Quantity This Month	219	616
(8) Quantity To Date	2407	889
(9) Quantity To Be Shipped (6-8)	293	4111
(10) Estimate By Months (Insert Names Of Months) December	293	457
January		750
February		600
March		400
April		300
May		300
	C-75	C-75B
		"240 engine" cancelled IOM 11-22-43
(11) Remainder Scheduled		
(12) Remainder Unscheduled		

1404

Contractor's Representative J. Story Smith
J. Story Smith, Vice Pres.

Army (Navy) Representative Robert F. Cellurale
ROBERT F. CELLURALE
1st Lt. Air Corps
For: MAJOR CHARLES F. [illegible]
AAF Resident Representative

DEC 3 1943

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Report for the Month of November, 1943

Budget Bureau No. 40-R050.1
Approval Expires 1-15-44

AERONAUTICAL MONTHLY PROGRESS REPORT

CONFIDENTIAL

NO. 3 - TROUBLE CHART

Airplanes-----
Gliders-------
Targets-------
Link Trainers-
Engines------- X
Propellers-----

Facility Jacobs Aircraft Eng.Co. City Pottstown State Pennsylvania
Plant #1

1. Trouble Chart

	New Facilities		Purchased Parts		Financial
	Raw Materials	X	Sub-Contractors		Other Reasons
	Machine Tools		Engineering		
	Labor		Power		
	Govt. Furnished Equip.		Transportation		

2. Explanation:

Rear Case castings, supplied to us by the Maryland Sanitary Corporation in Baltimore, have been on a hand-to-mouth basis for some time and are still a danger spot. We now have a new pattern which should be in production at the Aluminum Company, Fairfield, in about two weeks, however, and should ease this situation if the production comes along as anticipated.

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Month of November, 1943

IFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No 44-R090
Approval Expires 7/31/43

Engines X
Propellers

Packard Motor Car Company
Facility Aircraft Engine Division City Detroit State Michigan

(1) Item No	1	2	3	** 4	5	6	7	8	Total
(2) Model Designation	V-1650-3	V-1650-3&7	Merlin -33	Merlin-38	Merlin-66	Merlin-68	Merlin-69	Merlin-69	of Col's
(3) Contracting Agency	Army School	Army	DA-Army	DA-Army	DA-Army	DA-Army	DA-Army	DA-Army	1 thru 8
(4) Contract Number *	Supp - 12	~~Supp - 38~~ Supp - 52	Supp -6	~~Supp - 52~~ Supp - 38	~~Supp - 6~~ Supp - 8	~~Supp - 38~~ Supp - 68	~~Supp - 8~~ Supp - 38	~~Supp - 38~~ Supp - 68	-
(5) Contract Date	2-25-43	~~6-24-43~~ 7-26-43	8-18-42	~~8-18-42~~ 8-19-42	~~8-18-42~~ 8-19-42	~~6-24-43~~ 6-29-43	~~8-18-42~~ 8-19-42	~~6-24-43~~ 6-29-43	-
(6) Contract Quantity	150	13,325	1,998	~~13,402~~ 4500	2,570	5,892	924	2,508	40,375
(7) Quantity This Month	3	545	0	721	2	0	0	0	1,271
(8) Quantity To Date	3	2,098	980	6,280	2	0	0	0	9,272
(9) Quantity To Be Shipped (6-8)	147	11,227	718	~~7,113~~ 4,220	2,574	5,892	924	2,508	31,103
Dec. 1943	7	650	-	~~721~~ 750	9		5		1,407
Jan. 1944	10	700	-	750	-		-		1,460
Feb. "	10	750	250	800	-		50		1,560
Mar. "	10	800	250	850	10		140		1,860
Apr. "	10	850	218	582	50		200		1,910
May "	10	1,000		900	100		250		2,260
June "	16	980		960	165		270	56	2,415
July "	16	800		800	400			400	2,415
Aug. "	15	900		800	600			400	2,715
Sept. "	15	1,123		545	637			396	2,715
Oct. "	15	1,400			603	297		400	2,715
Nov. "	15	1,158				1,242		300	2,715
Dec. "		43				2,354		300	2,700
Jan. 1945						1,999		257	2,256
(10) Remainder Scheduled	147	11,227	718	~~7,113~~ 4,220	2,574	5,892	924	2,508	31,103
(11) Remainder Unscheduled	0	0	0	0	0	0	0	0	0

(10) Estimate By Months (insert Names Of Months)

* Denotes Basic Supply Contract W-535-AC-15670 and DAW-535-AC-597 and the supplement No. involved.

** Column 4 includes 4500 Merlin 38 engines procurement of which is now under negotiation contemplated to be covered under Supp. #52 to the Basic Supply Contract.

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Contractor's Representative Administrative Ass't. Army (Navy) Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Packard City Detroit State Michigan

(1) Item No.									
(2) Model Designation	Merlin 68	Merlin 69	Merlin 224	Merlin 225					
(3) Contracting Agency	Army DA	Army DA	Army DA	Army DA					
(4) Contract Number	15878	15878	15878	15878					
(5) Contract Date	9-13-40	9-13-40	9-12-40	9-12-40					
(6) Contract Quantity	24,197	2503	7049	718					
(7) Quantity This Month	0	0	0	0					
(8) Quantity To Date	0	0	0	0					
(9) Quantity To Be Shipped (6-8)	24,197	2503	7049	718					
(10) Estimate By Months (Insert Names Of Months) Dec			715	100					
Jan 1944			700	100					
Feb.			700	100					
March			600	200					
April			532	218					
May			700						
June			700						
July			800						
Aug			700						
Sept			500						
Oct.			152						
	British Lancaster	British Mosquito	Merlin	Lancaster					
(11) Remainder Scheduled									
(12) Remainder Unscheduled	24,197	2508							

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Buick Motor Division City Melrose Park State Ill.

(1) Item No.	1	2	3	4	5				
(2) Model Designation	R-1830-43 & 65	R-1830-65	R-1830-43	R-1830-43	R-1830-65	R-1830-90B	R-1830-43	R-1830-65	R-1830-43
(3) Contracting Agency	Army	Army	Army	Army DA	Army	Army	A. for Navy	A. for Navy	Army
(4) Contract Number	24592	30132	30132	DA 2622	30132	30132	30132	24592	24592
(5) Contract Date	2-26-42	7-25-42	7-25-42	7-25-42	7-25-42	7-25-42	7-25-42	2-26-42	2-26-43
(6) Contract Quantity	16,200	13,400	4240	1080	*7304	6136	1800	2402	8823
(7) Quantity This Month	*29	2739	432	0	0	0	0	0	0
(8) Quantity To Date	*16,899	6138	990	0	0	0	0	0	0
(9) Quantity To Be Shipped (6-8)	1	7262	3250	1080	7304	6136	1800	2402	8823
(10) Estimate By Months (Insert Names Of Months) Dec. 1943	1	2250	300	149					
Jan. 1944		2100	400	200					
Feb.		1500	200	400					
March		619	1750.	331					
April		793							
May					2205			1907	
June					1875	825		495	
July					1875	825			
Aug.					1349	825			
Sept.					1875	825			
Oct.					435	825	1800		
Nov.						825			
Dec.						825			
						361			
						C-47			
	B-24D,E	B-24D,E	B-24D,E	A-24A	*6136 engines converted to R-1830-90Bs		PB4Y-1	PB4Y-1	B-24E
	*17 shipped are -43's and 12 are -65's.								
	**8525 to date are -43's and 7614 are -65's.				B-24				
(11) Remainder Scheduled									
(12) Remainder Unscheduled									8823

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R099.1
Approval Expires 1/15/44

Engines [X]
Propellers [ ]

Facility Buick Motor Division City Melrose Park State Illinois

(1) Item No.	1	1A**	2	2A**	3	3-1	4-1	4-1A**
(2) Model Designation	*R-1830-43	*R-1830-65	*R-1830-43	*R-1830-65	*R-1830-65	*R-1830-43	*R-1830-43	*R-1830-65
(3) Contracting Agency	Army W-535-AC	Army W-535-AC	Army W-535-AC	Army W-535-AC	Army Supplement	Navy Supplement	Navy Supplement	Navy Supplement
(4) Contract Number	21592	21592	30132	30132	30132	30132	W-535-AC 21592	W-535-AC 21592
(5) Contract Date	1-12-42	1-12-42	7-7-42	7-7-42	6-17-43	6-17-43	1-12-42	1-12-42
(6) Contract Quantity	16,200	-	18,720	-	13,140	1,800	2,402	-
(7) Quantity This Month	17	12	432	2,839	NONE	NONE	NONE	NONE
(8) Quantity To Date	8,585	7,614	990	6,138	NONE	NONE	NONE	NONE
(9) Quantity To Be Shipped (6-8)	1	NONE	4,330	7,262	13,140	1,800	1,816	586
(10) Estimate By Months (Insert Names Of Months) December, 1943	1	-	449	2,250	-	-	-	-
January, 1944			600	2,100	-	-	-	-
February			1,200	1,500	-	-	-	-
March			2,081	619	-	-	-	-
April				793	-	-	1,500	407
May					2,205	-	316	179
June					2,700	-		
July					2,700	-		
August					2,700	-		
September					2,700	-		
October					435	1,800		
(11) Remainder Scheduled	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
(12) Remainder Unscheduled	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

* Pratt and Whitney
** R-1830-65 Engines are shipped as part of Contracts W-535-AC-21592, W-535-AC-21592 Supplement W-535-AC-30132 and W-535-AC-30132 Supplement

Contractor's Representative [signature] Army (Navy) Representative [signature]
LEO B. FLACK, Captain, A.C., AAFRR

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Report For Month Of November, 1943

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B Koch

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43
Engines X
Propellers

Facility Chevrolet Motor & Axle, Div GMC — City Tonawanda — State New York

(1) Item No.	2	3	4	4A	5	6	7	8	9
(2) Model Designation	PW-R1830-43	PW-R1830-43	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92
(3) Contracting Agency	Army	Army	Army	Navy	Army	Navy	Army	Navy	Until Nations
(4) Contract Number	AC 24931	AC 29294	AC 24931	AC 24931	AC 29294	AC 29294	AC 34441	AC 34441	AC 34441
(5) Contract Date	2-28-42	10-21-42	2-28-42	2-28-42	10-21-42	10-21-42	12-17-42	12-17-42	12-17-42
(6) Contract Quantity	17154	3665	7128	1725	8748	1200	9617	700	12
(7) Quantity This Month	1680	0	1535	0	835	0	0	0	0
(8) Quantity To Date	8833	0	6740	0	3840	0	0	0	0
(9) Quantity To Be Shipped (6-8)	8321	3665	388	1725	4908	1200	9617	700	12
(10) Estimate By Months (Insert Names Of Months) 1943							Combine Items 7, 8, & 9		
Dec.	1600		388	100	312				
1944									
Jan.	2050			100	550				
Feb.	2100			200	600				
Mar.	2130			300	250				
Apr.	221	1979		350	150				
May		1686		500					
June				175	225				
July					500				
Aug.					450				
Sept.					450				
Oct.					400				
Nov.					400				
Dec.					121	879			
1945									
Jan.						450			
Feb.						471		89	
Mar.								600	
Apr.								650	
May								675	
June								675	
(11) Remainder Scheduled								675	
(12) Remainder Unscheduled								7029	

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Contractor's Representative: J.G. Gibson, Assistant Comptroller

Army (Navy) Representative: George E. Hodge, Lt. Colonel AC-AAFSS

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Report For Month Of December, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 40-R1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Chevrolet City Tonawanda State New York

(1) Item No.	10								
(2) Model Designation	R-1830-43								
(3) Contracting Agency	Army								
(4) Contract Number	24931								
(5) Contract Date	2-28-42								
(6) Contract Quantity	11,480								
(7) Quantity This Month	0								
(8) Quantity To Date	0								
(9) Quantity To Be Shipped (6-8)	11,480								
(10) Estimate By Months (Insert Names Of Months)	B-240								
(11) Remainder Scheduled									
(12) Remainder Unscheduled	11,480								

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November - 1943

CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

80475

Budget Bureau No. 45-R080.1
Approval Expires [redacted] 1/15/44
Engines XXX [redacted]

Facility Ford Motor Company City Dearborn State Michigan

(1) Item No	8	10	10	12	14	18	20	20	20
(2) Model Designation	R-2800-43	R-2800-43	R-2800-51	R-2800-51	R-2800-21	R-2800-51	R-2800-21	R-2800-63	R-2800-59
(3) Contracting Agency	Army	Ac-Da	Ac-Da	Army	Army	Army	Army	Army	Army
(4) Contract Number	W535AC16528	AC-DA-255	AC-DA-255	W535AC16528	W535AC16528	W535AC16528	W535AC16528	W535AC16528	W535AC16528
(5) Contract Date									
(6) Contract Quantity	3607	341	859	324	1150	405	8620	Incl. Item20	Incl. Item20
(7) Quantity This Month	-	-	-	1	-	95	* 350	** 12	*** 338
(8) Quantity To Date	3607	341	859	324	1150	248	* 3599	** 751	*** 362
(9) Quantity To Be Shipped (6-8)	-	-	-	-	-	157	5021	Incl. Item20	Incl. Item20
December	-	-	-	-	-	157	500	-	-
January, 1944	-	-	-	-	-	-	500	-	-
February	-	-	-	-	-	-	790	-	-
March	-	-	-	-	-	-	850	-	-
April	-	-	-	-	-	-	900	-	-
May	-	-	-	-	-	-	900	-	-
June	-	-	-	-	-	-	581	-	-
July	-	-	-	-	-	-	-	-	-
August	-	-	-	-	-	-	-	-	-

(10) Explode By Months (Insert Names Of Months)

We have complied with the W E & Schedule covering engines now on contract

* Includes R-2800-59 and R-2800-63 shown in Item 20
** Included in R-2800-21 shown in Item 20
*** Included in R-2800-21 shown in Item 20

(11) Remainder Scheduled
(12) Remainder Unscheduled

Contractor's Representative C. I. Martindale Army (Navy) Representative [redacted]

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Report For Month Of November, 1943

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B Koch

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Facility Chevrolet Motor & Axle, Div GMC City Tonawanda State New York

(1) Item No	2	3	4	4A	5	6	7	8	9
(2) Model Designation	PW-R1830-43	PW_R1830-43	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92	PW-R1830-92
(3) Contracting Agency	Army	Army	Army	Navy	Army	Navy	Army	Navy	Untd Nations
(4) Contract Number	AC 24931	AC 29294	AC 24931	AC 24931	AC 29294	AC 29294	AC 34441	AC 34441	AC 34441
(5) Contract Date	2-28-42	10-21-42	2-28-42	2-28-42	10-21-42	10-21-42	12-17-42	12-17-42	12-17-42
(6) Contract Quantity	17154	3665	7128	1725	8748	1200	9617	700	12
(7) Quantity This Month	1680	0	1535	0	235	0	0	0	0
(8) Quantity To Date	8833	0	6740	0	3840	0	0	0	0
(9) Quantity To Be Shipped (6-8)	8321	3665	388	1725	4908	1200	9617	700	12
(10) Estimate By Months (insert Names Of Months) 1943							Combine Items 7, 8, & 9		
Dec.	1800		388	100	812				
1944									
Jan.	2050			100	550				
Feb.	2100			200	600				
Mar.	2150			300	250				
Apr.	221	1979		350	150				
May		1686		500					
June				175	225				
July					500				
Aug.					450				
Sept.					450				
Oct.					400				
Nov.					400				
Dec.					121	279			
1945									
Jan.						450			
Feb.						471		29	
Mar.								600 200	
Apr.								650 200	
May								675 100	
June								675 200	
(11) Remainder Scheduled								675	
(12) Remainder Unscheduled								7025	

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Contractor's Representative J.G. Gibson, Assistant Comptroller

Army (Navy) Representative George E. Hodge, Lt.Colonel AC-AAFSR

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Report For Month Of November - 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090.1

Approval Expires [redacted] 1/15/44

Engines XXXX

[redacted]

Facility Ford Motor Company City Dearborn State Michigan

(1) Item No.	26	28	30	32	38	40	42	44	50
(2) Model Designation	R-2800-21	R-2800-43	R-2800-51	R-2800-51	R-2800-31	R-2800-31	R-2800-51	R-2800-21	R-2800
(3) Contracting Agency	Army	Army	Army	Army for Navy	Army for Navy	Army	Army	Army	Army
(4) Contract Number	W535AC16528	W535AC16528	W535AC16528	W535AC16528	W535AC16528	W535AC16528	W535AC16528	W535AC16528	W535AC16528
(5) Contract Date	11-5-40	11-5-40	11-5-40	11-5-42	11-5-42	11-5-42	11-5-40	11-5-40	
(6) Contract Quantity	864	5929	1061	360	950	154	600	791	300
(7) Quantity This Month	-	493	-	4	-	-	-	-	8
(8) Quantity To Date	-	1347	-	127	950	154	-	-	183
(9) Quantity To Be Shipped (6-8)	864	4580	1061	233	-	-	600	791	117
(10) Estimate By Months (Insert Names Of Months)									
December	-	750	-	143	-	-	-	-	20
January, 1944	-	820	208	90	-	-	-	-	20
February	-	600	300	-	-	-	-	-	20
March	-	500	293	-	-	-	-	-	20
April	-	300	260	-	-	-	85	-	20
May	-	300	-	-	-	-	440	-	17
June	319	705	-	-	-	-	75	-	-
July	545	605	-	-	-	-	-	555	-
August	-	-	-	-	-	-	-	236	-
(11) Remainder Scheduled									
(12) Remainder Unscheduled									

We have complied with the W E S Schedule covering engines now on contract

C-49

Contractor's Representative C. L. Martindale Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. I-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R0901
Approval Expires [redacted] 1/15/44
Engines [redacted]

Facility Ford Motor Company City Dearborn State Michigan

(1) Item No	53	55	61	62	63	64	65	66
(2) Model Designation	R-2800-27	R-2800-31	R-2800-43	R-2800-27	R-2800-51	R-2800-51	R-2800-59	R-2800-27
(3) Contracting Agency	Army	Army for Navy	Army	Army	Army	Army	Army	Army
(4) Contract Number	W535AC16528	W535AC16528	W535AC16528	16528	16528	16528	16528	16528
(5) Contract Date	11-5-40	11-5-40	11-5-40	11-5-40	11-5-40	11-5-40	11-5-42	11-5-40
(6) Contract Quantity	1301 ✓	3640 ✓	277 ✓	840	1042	+3000	+360	5837
(7) Quantity This Month	-	266 ✓	-	0	0	0	0	0
(8) Quantity To Date	-	1803	-	0	0	0	0	0
(9) Quantity To Be Shipped (6-8)	1301	1837	277	840	1042	3000	360	5837
(10) Estimate By Months (Insert Names Of Months) December	-	400	-					
January, 1944	30	300	-					
February	60	200	-					
March	105	200	-					
April	200	200	-			+360 rqmts commitd to -59		
May	250	200	-					
June	350	250	-					
July	306	87	277					
August	-	-	-					
							+1 mont'l frame-43 June 360	
								c-46 c-8 ✓
(11) Remainder Scheduled				840	1042	3000	360	5837
(12) Remainder Unscheduled								

We have complied with the W E S Schedule covering engines now on contract.

A-26B B-25 A-6

C. L. Martindale

Contractor's Representative C. L. Martindale Army (Navy) Representative P. G. Hutt, Lt. Col. Air Corps, Asst. Re. Mat. Mgr.

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Ford City Dearborn State Michigan

(1) Item No.	67	68	69	70	71	72	73	74	75
(2) Model Designation	R-2800-51	R-2800-59	R-2800-20	R-2800-31	R-2800-51	R-2800-21	R-2800-63	R-2800-57	R-2800-27
(3) Contracting Agency	army	army	a for n.	a for n.	a for n.	army	army	army	army
(4) Contract Number	16528	16528	16528	16528	16528	16528	16528	16528	16528
(5) Contract Date	11-5-40	11-5-40	11-5-40	11-5-40	11-5-40	11-5-40	11-5-40	11-5-40	
(6) Contract Quantity	1500	953	450	731	140	4673	751	5383	1820
(7) Quantity This Month	0	0	0	0	0	0	12	338	0
(8) Quantity To Date	0	0	0	0	0	4673	751	362	0
(9) Quantity To Be Shipped (6-8)	1500	953	45	731	140	0		5021	1820
(10) Estimate By Months (Insert Names Of Months)									
(11) Remainder Scheduled									
(12) Remainder Unscheduled	1500	953	450	731	140				1820

Contractor's Representative ..... Army (Navy) Representative .....

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☐ ☐

Facility Ford City Dearborn State Michigan

(1) Item No.	76	77
(2) Model Designation	R-2800-26	R 2800-51
(3) Contracting Agency	A. Ford M.	A. Ford M.
(4) Contract Number	16528	16528
(5) Contract Date	11-5-40	11-5-40
(6) Contract Quantity	2100	360
(7) Quantity This Month	0	
(8) Quantity To Date	0	
(9) Quantity To Be Shipped (6-8)	2100	
(10) Estimate By Months (Insert Names Of Months)		
	Dec	
(11) Remainder Scheduled		
(12) Remainder Unscheduled	2100	

Contractor's Representative ..... Army (Navy) Representative .....

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Month Ending as of November, 1945

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R090
Approval Expires 7/31/43

Engines [X]
Propellers [ ]

Nash-Kelvinator Corporation
Facility (Aircraft Engine Division) City Kenosha State Wisconsin

(1) Item No.	1	2	3	4	5	6	7	8	9
(2) Model & Type	2800-8	2800-8	2800-10	2800-20	2800-8	2800-8	2800-10	2800-10	2800-10
(3) Contractor Series	BuAero	BuAero	BuAero	BuAero	BuAero	BuAero	BuAero	BuAero	BuAero
(4) Contract Number	NXs-414	NXs-414	NXs-414	NXs-414	NXs-18896	NXs-18896	NXs-18896	NXs-18896	NXs-18896
(5) Contract Date	5/25/42	5/25/42	5/25/42	5/25/42	1/27/43	1/27/43	1/27/43	1/27/43	1/27/43
(6) Contract Quantity	335 Navy	415 Brit.	555 Navy	215 Brit.	103 Brit.	1747 Navy	777 Army	119 Brit.	2197 Navy
(7) Quantity This Month		194		18		64			225
(8) Quantity to Date	335	220	555	19		494		34	451
(9) Quantity Ahead (+) or Behind (-)	0	185	0	196	103	1253	777	85	1746
(10) Shipments by months (Actual & Revised) December		160		196		88		85	71
January, 1944		25				325			350
February						350			350
March					53	322			375
April					50	168			400
May									200
June									
July									
August							206		
Sep tember							571		
October									
November									
December									
January, 1945									
(11) Remainder Scheduled									
(12) Remainder Unscheduled									

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1-A. ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No 49-R090
Approval Expires 7/31/43

Engines ☒
Propellers ☐

Facility Nash-Kelvinator Corporation (Aircraft Engine Division) City Kenosha State Wisconsin

(1) Item No.	10	11	12	TOTALS 2800-8	TOTALS 2800-10	TOTAL
(2) Model Designation	2800-8	2800-8	2800-10			
(3) Contracting Agency	BuAero	BuAero	BuAero			
(4) Contract Number	LOI NOAs-755	LOI NOAs-755	LOI NOAs-755			
(5) Contract Date	5/13/43	Amendment	Amendment			
(6) Contract Quantity	1260	900	4500 ⊥	4760	8343	13103
(7) Quantity This Month				258	243	501
(8) Quantity To Date				1059	1039	2098
(9) Quantity To Be Shipped(6-8)	1260	900	4500	3701	7304	11005
December				248	352	600
January, 1944				350	350	700
February				350	350	700
March				375	375	750
April	182			400	400	800
May	425		225	425	425	850
June	450		450	450	450	900
July	203	247	450	450	450	900
August		450	244	450	450	900
September		90	239	90	810	900
October		113	787	113	787	900
November			900		900	900
December			900		900	900
January, 1945			305		305	305
(10) Remarks Scheduled						
(11) Remarks Unscheduled						

Contractor's Representative Carl J. Barbee Army (Navy) Representative

Carl J. Barbee
Government Contact Division

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Report For Month Of November, 1943

Budget Bureau No. 49-R[illegible].1
Approval Expires 1-15-[illegible]

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 3 - TROUBLE CHART

Airplanes	
Gliders	
Targets	
Link Trainers	
Engines	X
Propellers	

Facility Nash-Kelvinator Corporation (Aircraft Engine Division) City Kenosha State Wisconsin

1. Trouble Chart

X	New Facilities	X	Purchased Parts		Financial
X	Raw Materials	X	Sub-contractors		Other Reasons
X	Machine Tools		Engineering		
	Labor		Power		
	Gov't. Furnished Equip.		Transportation		

2. Explanation:

Construction for additional Test Cell facilities is proceeding satisfactorily, with approximately 90 per cent of the construction work finished and about in condition to begin installation of equipment.

The delays encountered in screening machine tool orders at the War Production Board, Washington, D. C., have resulted in approximately 35 per cent of machine tool facilities ordered for the increase to 900 engines per month being delayed from one to three months beyond our required date.

Difficulties previously encountered in our own shop upon the machining of bevel gears to more exacting standards have largely been overcome.

Relatively little trouble was experienced with suppliers of raw materials, purchased parts, and with sub-contractors during the past month, and our schedule was exceeded. It is anticipated, however, that some trouble may be encountered upon this score within the forthcoming month.

Sources most likely to interfere with our schedule of 600 engines for the month of December are magnesium castings from various foundries and studs from various suppliers, as well as gears from Foote Brothers.

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Report for Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

Budget Bureau No. 49-R063.1
Approval Expires 1/25/44

No. 1-A. Actual and Estimated Shipments

Engines X
Propellers

Facility United Aircraft Corporation Pratt & Whitney Division City East Hartford State Conn.

	1	2	3	4	5	6	7	8	9
	R-985-AN-1 Army	R-985-AN-5 Army	R-985-AN-6 Navy	R-985-AN-14B Br.W.Ind.Air.	R-985-AN-14B UAE-TACA	R-985-[illegible] Mobile Dr.Co.Std Oil-Ohio	R-985-AN-3	R-1340-AN-1 Army	R-1340-AN-1 Army
	NXse-14041	NXss-8071	NOs(s)-145	P.O. 12042	P.O. 12068	P.O. 113826	P.O. 16426	NOs-38089	NOs(s)-1287
	1/28/43	1/23/43	5/4/43	10/28/43	11/15/43	11/15/43	9/21/43	6/30/42	Tentative
	1700	313	462	1	1	1	1	2278	1400
	408	0	44	1	0	0	1	265	0
	1461	1	462	1	0	0	1	2109	0
	230	312	0	0	1	1	0	169	1400
Dec. 1943	239	312	Completed	Completed	1	1	Completed	169	
Jan. 1944									200
Feb.									200
Mar.									200
Apr.									200
May									200
Jun.								AT-6C	200
Jul.								AT-17+15	200
Aug.								AT-6	
Sep.								AT-6	
Oct.									
Nov.									
Dec.									
Jan. 1945									
Feb.									
Mar.									
Apr.									
May									

(Use Blanks to Right to Insert Names of Months)

Total Remainder Scheduled

Total Remainder Unscheduled

Contractor's Representative

Army (Navy) Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

Bureau No. 44-R006.1
Approval Expires 1/31/44

No. 1-A. Actual and Estimated Shipments

Engines X
Propellers ☐

Facility: United Aircraft Corporation, Pratt & Whitney Division — City: East Hartford — State: Conn.

	10	11	12	13	14	15	16	17	18
(1) Item No.	R-1340-AN-2	R-1340-33F1G	R-1830-43	R-1830-90D	R-1830-90B	R-1830-90B	R-1830-92	R-1830-92	R-1830-92
(2) Model Designation	Navy	Argentina	Army	DA (Navy)	~~DA (Navy)~~	Std Oil-N.J.	Army	Navy	Navy
(3) Contract Agency	NOa(s)-673	P.O. 11994	NOs-87481	NOa(s)-791	NOa(s)-791	P.O. 71576	NOs-28989	NOa(s)-145	NOa(s)-1288
(4) Contract Number	6/30/43	8/17/43	1/10/42	~~9/27/43~~	9/27/43	8/5/43	6/30/42	5/4/43	10/13/43
(5) Contract Date	156	4	2057	628 75	1089	1	1350	930	855
(6) Quantity This Month	35	4	100	298 0	0	1	244	206	0
(7) Quantity To Date	65	4	1118	~~382~~ 75	0	1	1240	479	0
(8) Quantity To Be Delivered (Less)	91	0	939	281 0	1089	0	110	451	855
Dec. 1943	91	Completed	100	~~281~~ 0	69	Completed	110	340	
Jan. 1944			100		325			111	239
Feb.			100		325				200
Mar.			100		325				200
Apr.			100		45				216
May			100						
Jun.			100						
Jul.			100	*548 engines transferred to Army B.F.P. 378581					
Aug.			100						
Sep.			39						
Oct.									
Nov.									
Dec.									
Jan. 1945									
Feb.									
Mar.									
Apr.									
May									
(9) Remainder Scheduled									
(10) Remarks (See Instructions)									

Contractor's Representative

Army (Navy) Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Facility United Aircraft Corporation Pratt & Whitney Division City East Hartford State Conn.

	19	20	21	22	23	24	25	26	27
	R-1830-92	R-1830-94	R-1830-S1C3G	R-1830-S1C3G	R-2000-7	R-2000-7	R-2000-7	R-2800-8A	R-2800-8A
	DA (Navy)	Navy	UAE (DGC)	Cen. PWA	Army	Army	Navy	Navy	Navy
	NXs-LL-5246	NOa(s)-286	P.O. 12075	P.O. 11581	NOa-98389	NXas-8071	NXs-889	NXs-LL-155	NOa(s)-433
	6/30/42	8/23/43	11 22/43	8/8/43	8/30/42	9/23/43	6/30/42	6/30/42	7/31/43
	945 ✓	3978 ✓	2 ✓	1 ✓	1080 ✓	3420 ✓	270 ✓	2909 ✓	817 ✓
	50 ✓	0	0	0	175 ✓	0	0 ✓	161 ✓	0
	855 ✓	0	0	0	829 ✓	0	257 ✓	364 ✓	0
	50	3978	2	1	251	3420	13	2545	817
Dec. 1943	50		2	1	212		13	1	
Jan. 1944		70			39	236		78	
Feb.		90				325		320	
Mar.		100				375		370	
Apr.		125				400		481	
May		200				425		500	
Jun.		300				450		531	
Jul.		400				475		284	240
Aug.		500				500			572
Sep.		600				234			8
Oct.		700							
Nov.		725							
Dec.		168							
Jan. 1945									
Feb.									
Mar.									
Apr.									
May									

Contractor's Representative Army (Navy) Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Facility United Aircraft Corporation Pratt & Whitney Division City East Hartford State Conn.

	28	29	30	31	32	33	34	35	36
	R-2800-8W	R-2800-8W	R-2800-10	R-2800-10	R-2800-10	R-2800-10	R-2800-10W	R-2800-18	R-2800-18
	Navy	DA (Navy)	Army	Army	Navy	DA (Army)	Navy	Army	Navy
	NOa(s)-1286	NXs-LL-155	NOs-31782	NOs-98989	NOa(s)-433	NOs-98989	NOa(s)-1268	NOa(s)-567	NOa(s)-567
	10/13/43	6/30/42	1/12/42	6/30/42	7/31/43	6/30/42	9/18/43	Tentative	Tentative
	1075 ✓	773 ✓	406 ✓	972 ✓	1861 ✓	120 ✓	2130 ✓	4 ✓	4 ✓
	0	258 ✓	0 ✓	0	218 ✓	0	0	0	0
	0	258 ✓	206 209	0	1104 ✓	0	0	0	0
	1075	516	200 206	972	457	120	2130	4	4 ✓
Dec. 1943		239			375			1	1
Jan. 1944		276			82		239	1	2
Feb.							405	1	1
Mar.			50				405	1	
Apr.			77				302		
May			75 79	47			280		
Jun.				144			225		
Jul.				162			234		
Aug.		F4U-1		163			40		
Sep.	501	F3A-1	P-61	169	P6F-3	P-61			
Oct.	332			143					
Nov.	170			105					
Dec.	72			39		120			
Jan. 1945								XP-60E	F4U-4
Feb.									
Mar.				P-61					
Apr.									
May									

The R-2800-8W and -10 schedule is dependent upon the supply of magnesium intermediate rear crankcases - Part #52694 and auxiliary blower crankcases - Part #52691.

Contractor's Representative Army (Navy) Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Facility United Aircraft Corporation Pratt & Whitney Division — City East Hartford — State Conn.

	37	38	39	40	41	42	43	44	45
	R-2800-18	R-2800-18	R-2800-22	R-2800-24	R-2800-37	R-2800-65	R-2800-61	R-2800-63	R-4360-3
	Navy	Navy	Navy	Navy	Army	Army	Army	Army	Army
	NOa(s)-734	NOa(s)-734	NOa(s)-567	NOa(s)-567	AC-27814	NOa(s)-667	NOa(s)-867	NOa(s)-1269	NOa(s)-1824
	Tentative	Tentative	Tentative	Tentative	1/14/42	Tentative	Tentative	9/18/43	8/31/43
	1025	1650	2	5	4	2	1	1400	4
	0	0	1	0	1	0	0	237*	0
	0	0	1	0	3	0	0	561	0
	1025	1650	1	5	1	2	1	[illegible]	4
Dec. 1943			1				1	250	
Jan. 1944						1		250	1
Feb.				2		1		200	1
Mar.	5			3				100	2
Apr.	10							48	
May	15								
Jun.	25								
Jul.	75								
Aug.	200								
Sept.	300								
Oct.	395	105							
Nov.		700							
Dec.		800							
Jan. 1945		45							
Feb.									
Mar.	The R-2800-18 -24 and -55 schedule is dependent upon the supply of								
Apr.	of magnesium auxiliary blower crankcases - Part #77844 and								
May	PR-58E Carburetors.								
	The R-2800-22 and -61 schedule is dependent upon the supply of PR-58E Carburetors.								

* 48 of the Nov. engines were shipped to PWA of Missouri for green and final test and final shipment.

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Facility: United Aircraft Corporation, Pratt & Whitney Division — City: East Hartford — State: Conn.

	46	47	48	49	50	51	52	53	54
	R-4360-4	R-4360-5	R-4360-7	R-4360-8	R-4360-8A	R-4360-9	R-4360-9T	R-4360-11	R-4360-13
	Navy	Army	Army	Navy	Navy	Army	Army	Army	Army
	NOa(s)-1524	NOa(s)-1524	NOa(s)-1524	NOa(s)-1524	NOa(s)-1524	NOa(s)-1524	NOa(s)-1524	NOa(s)-1524	NOa(s)-1524
	8/31/43	8/31/43	8/31/43	8/31/43	8/31/43	8/31/43	8/31/43	8/31/43	8/31/43
	1	8	6	3	4	1	1	6	3
	0	0	0	0	0	1	0	0	0
	0	1	1	0	1	1	0	0	1
	1	7	5	3	3	3	1	6	2
Dec. 1943	1			1	1		1		
Jan. 1944			1		1			1	1
Feb.			1					1	1
Mar.		3	2			1		1	
Apr.		4	1	2		1		2	
May					1	1			
Jun.									
Jul.									
Aug.									
Sep.									
Oct.									
Nov.									
Dec.									
Jan. 1945									
Feb.									
Mar.									
Apr.									
May									

Contractor's Representative — Army (Navy) Representative

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Facility: United Aircraft Corporation, Pratt & Whitney Division — City: East Hartford — State: Conn.

	55	56	57	58	59	60	61	62	63
	R-4360-15	R-4360-17	R-4360-17	R-4360-19	R-4360-21	R-4360-21	R-4360-23	R-4360-25	R-4360-27
	Army	Army	Army	Army	Army	Army	Army	Army	Army
	NOa(s)-1824	NOa(s)-1824	NOa(s)-337	NOa(s)-337	NOa(s)-337	NOa(s)-1824	NOa(s)-1824	NOa(s)-1824	NOa(s)-1824
	8/31/43	8/31/43	Tentative	Tentative	Tentative	8/31/43	8/31/43	8/31/43	8/31/43
	1	2	597	200	597	2	2	20	3
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	1	2	597	200	597	2	2	20	3
Dec. 1943	1								
Jan. 1944									
Feb.									
Mar.									
Apr.								3	2
May		2					2	7	1
Jun.						2		10	
Jul.									
Aug.									
Sep.									
Oct.									
Nov.									
Dec.									
Jan. 1945									
Feb.			3		3				
Mar.			5		5				
Apr.			6		7				
May			12		13				
			869	200	869				

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Facility: United Aircraft Corporation, Pratt & Whitney Division — City: East Hartford — State: Conn.

	64	65								
	R-4360-29 Army W20a(e)-1524 ~~2/31/43~~	R-4360-10 Boeing (Navy) P.O. 121584 6/28/43	R-2800-7 Army	R-2800-7 Army	R-4360-27 Army	R-4360-27 Army	R915-1 Navy NAS-14041	R-2800-7 Navy 42-43	R-1340-2 Comb. 43-1563 43-43
	4		600	2361	140	100	425	280	2
	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0
	6	4	600	2361	140	100	425	280	2
Dec. 1943									
Jan. 1944	1								
Feb.	3								
Mar.	1	1							
Apr.		1							
May		2							
June	3								
Jul.									
Aug.									
Sep.									
Oct.			C-54A		C-54A	C-74	SNB-5 (AT-11)	PSD-1	CAA
Nov.									
Dec.									
Jan. 1945									
Feb.									
Mar.									
Apr.									
May									
			600	2361	140	100	425	280	2

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

No. 1-A. Actual and Estimated Shipments

Budget Bureau No. 49-R090.1
Approval Expires 1/15/44

Engines ☒ ☐

Facility Pratt & Whitney City East Hartford State Conn.

(1) Item No.		
(2) Model Designation	R-1340-2	R-2000-7
(3) Contracting Agency	Comb.	Comb.
(4) Contract Number	P.O. 9816	P.O. 6929
(5) Contract Date	1-26-43	1-6-41
(6) Contract Quantity	2	8
(7) Quantity This Month	0	0
(8) Quantity To Date	0	0
(9) Quantity To Be Shipped (6-8)	2	8
(10) Estimate By Months (Insert Names Of Months)		P.A.P.
(11) Remainder-Scheduled		
(12) Remainder Unscheduled	2	8

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HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

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COMMANDING GENERAL
WRIGHT FIELD

COPY OF

AERONAUTICAL MONTHLY PROGRESS REPORT

FOR MONTH OF NOVEMBER 1943

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CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, NEW JERSEY

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CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

Caldwell, New Jersey

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AERONAUTICAL MONTHLY PROGRESS REPORT

FOR THE MONTH OF NOVEMBER, 1943

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CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
Caldwell, New Jersey

AERONAUTICAL MONTHLY PROGRESS REPORT FOR THE MONTH OF NOVEMBER, 1943

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CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, NEW JERSEY

December 1, 1943

Subject: Aeronautical Monthly Progress Report
For the Month of November, 1943

To: Commanding General
AAF Materiel Command
Wright Field, Dayton, Ohio

Attention: Statistical Control Office
Department No. 3-1

Thru: AAF Resident Representative
Caldwell, New Jersey

Enclosure: (A) Three (3) Copies of Subject Report

1. This contractor is pleased to forward herewith as enclosure (A), three (3) copies of subject Aeronautical Monthly Progress Report for the month of November, 1943, which is summarized as follows:

2. Propellers - In the month of November, 3385 propellers were shipped against a schedule of 3403. Of the 3385 propellers shipped, 1328 were shipped from Clifton, New Jersey and 2057 from Indianapolis, Indiana.

3. Controls - During November, 2862 complete sets of controls were shipped against a schedule of 2812 complete sets of controls.

4. Spare Parts - The following spare parts were also shipped during November, 1943.

847	Spare Governors
5263	Spare Blades
59	Electric Motors
254	Power Unit Assemblies
21	Lots of Spare Parts

Of the 5263 spare blades shipped, 2125 were steel.

Attention is invited to the fact that spare electric motors and power unit assemblies were also shipped in the 21 lots of spare parts shown above.

5. The total value of the bits, pieces, spare blades, tools, repairs and spare governors shipped during the month of November, 1943, is approximately $3,250,000.00.

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CURTISS-WRIGHT CORPORATION PROPELLER DIVISION

Statistical Control Office - 2 - December 1, 1943
AMPR November, 1943

6. There are 3186 propellers scheduled for shipment during the month of December, 1943. Of these, 1242 are scheduled for shipment from Clifton, New Jersey and 1944 from Indianapolis, Indiana.

7. This contractor desires to draw attention to the fact that the schedule of deliveries for Model C543S propellers to be installed on B-26 airplanes is in accordance with its latest understanding of that Airframe Program. In addition, this contractor, at the request of the Government's representative, has readjusted its delivery schedule of Model C543S propellers for the C-46 airplane and is withholding shipment of additional propellers as indicated.

8. Attention is also invited to the fact that the Model C542S propeller schedule for the P-47D-1 airplane has been adjusted in accordance with this Contractor's understanding of the Government's current program. Special attention is invited to the schedule of propeller deliveries to the Republic Aircraft Corporation, Evansville, Indiana. It will be noted that delivery of propellers incorporating Curtiss Design 836-18 blades and Government Furnished A. O. Smith Design SPA-3 blades has been given priority to that point with delivery of P-47D conversion sets of material incorporating these same blades being made when availability of blades permits.

9. It is anticipated that Model C542S propellers will be required for the SBF-2 airplane. As yet the unshipped Model C5325D procured for this airplane have not been cancelled and additional Model C542S propellers procured. In anticipation of this revised requirement, this contractor has included in the schedule of Model C542S propellers for the SB2C-3 airplane, enough propellers to meet the SBF-2 requirements.

ENDORSED IN 4 Dec 43.
William L. Purcell
WILLIAM L. PURCELL
LT. COLONEL, AIR CORPS
A.A.F. RESIDENT REPRESENTATIVE

Respectfully,

Curtiss-Wright Corporation
Propeller Division

Chas. F. Farnsworth, Manager
Contract and Order Department

CFF/JM:O
678-O

NOTICE -- THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C., 31 AND 32. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1-B – STATUS OF ORDERS

FOR THE MONTH OF OCTOBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) UNIT	CURRENT MONTH DELIVERIES (B) UNIT	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNF. BAL.
1	FM-1 (F4F-4) GENERAL MOTORS (LINDEN) 99036	S.O. 2647 INDIANAPOLIS	NAVY W535 ac-35195 6-5-43	1 2	0531S8-354 512-15 9-9	AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.	200	200	0																							
						SPARE REQ. NO.	100	100	0																							
						INSTALL. DEL. CUM.	200	200	0																							
						INSTALL. DEL. NO.				0	0																					
						SPARE DEL. NO.	100	100	0	75	75											COMPLETE									
						TOTAL DEL. NO.				75	75																					
						TOTAL DEL. CUM.	300	300	0																							
		S.O. 2647B INDIANAPOLIS	NAVY W535 ac-35195 6-5-43	5	512-15 9-9	SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.	321	321	0																							
						SPARE BLADE DEL. CUM.	321	321	0																							
						SPARE BLADE DEL. NO.																COMPLETE									
2	FM-1 (F4F-4) GENERAL MOTORS (LINDEN) 99036	S.O. 2647-1 INDIANAPOLIS	NAVY SUP. 5 W535 ac-35195 11-26-43	7 8	0531S8-354 512-15 9-9	AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.	100	100	0																							
						SPARE REQ. NO.	60	60	0																							
						INSTALL. DEL. CUM.	100	100	0																							
						INSTALL. DEL. NO.				0	0																					
						SPARE DEL. NO.	60	20	40	20	20											40									
						TOTAL DEL. NO.				20	20											40									
						TOTAL DEL. CUM.	160	120	40													60									
		S.O. 2647-1B INDIANAPOLIS	NAVY SUP. 5 W535 ac-35195 11-26-43	11	512-15 9-9	SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.	195	195	0																							
						SPARE BLADE DEL. CUM.	195	0	195																					195		
						SPARE BLADE DEL. NO.																								195		
3	FM-3 FM-4 FM-1 SPARES	S.O. 2672 INDIANAPOLIS	NAVY PURCHASE ORDER 44-2603-P 9-23-43	1	0531S8-354 512-15 9-9	AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.	120	120	0																							
						INSTALL. DEL. CUM.																										
						INSTALL. DEL. NO.																										
						SPARE DEL. NO.	120	0	120	0	0											20	100								
						TOTAL DEL. NO.				0	0											20	100								
						TOTAL DEL. CUM.	120	0	120													20	120								
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
						AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.																										
						INSTALL. DEL. CUM.																										
						INSTALL. DEL. NO.																										
						SPARE DEL. NO.																										
						TOTAL DEL. NO.																										
						TOTAL DEL. CUM.																										
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 27, 30

William T. Finell

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1-B — STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER '43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A. / AT)		ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	REVISED BAL.	LOW BAL.
4	BOEING	S.O. 10050	ARMY AIR FORCES	1A	05329*	AIRPLANE REQ. NO.																									
			W535 ac-29440		714	AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.	40	37	3			3																			
			CHANGE ORDER #1 APPROVED 9-7-43			INSTALL. DEL. NO.																									
						INSTALL. DEL. CUM.																									
		PATERSON				SPARE DEL. NO.	40	22	18	26	22	18																			
						TOTAL DEL. NO.				26	22	18																			
						TOTAL DEL. CUM.	40	22	18			40																			
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
5	DKF-N AIRSHIP GOODYEAR (A)	S.O. 2656	NAVY P.O. 43-31022-P	1	05329 (ADAPTED TO 40 SPLINE)	AIRPLANE REQ. NO.	12	6	6			2	2	2																	
						AIRPLANE REQ. CUM.	7	4	3			6	10	12																	
						SPARE REQ. NO.	12	12	0			1	1	1																	
				2	714-12	INSTALL. DEL. NO.				12	12																				
						INSTALL. DEL. CUM.	7	0	7	7	0	7																			
		INDIANAPOLIS	6-30-43		12-0	SPARE DEL. NO.				10	12	7																			
						TOTAL DEL. NO.						19																			
						TOTAL DEL. CUM.	19	12	7																							
		S.O. 2656B	NAVY P.O. 43-31022-P	5	714-12	SPARE BLADE REQ. NO.	24	12	12			4	4	4																	
						SPARE BLADE REQ. CUM.	24	24	0			16	20	24																	
		INDIANAPOLIS	6-30-43		12-0	SPARE BLADE DEL. NO.				0	0	COMPLETE																			
6	EXPERIMENTAL	S.O. 1276	ARMY AIR FORCES W535 ac-18420	2	05305-0	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.	2	0	2					1	1																	
						INSTALL. DEL. NO.																									
						INSTALL. DEL. CUM.																									
						SPARE DEL. NO.	2	0	2	0	0			1	1																	
						TOTAL DEL. NO.				0	0																					
		INDIANAPOLIS	5-15-41		NONE	TOTAL DEL. CUM.	2	0	2					1	1																	
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
7	XFB-1 RYAN XCA (B)-114	S.O. 90538	RYAN P.O. A9970	1	05329-12	AIRPLANE REQ. NO.	1	0	1			1		1		1															
						AIRPLANE REQ. CUM.	1	0	1			1		2		3		2														
						SPARE REQ. NO.	2	0	2																							
						INSTALL. DEL. NO.	1	0	1					1		1																
						INSTALL. DEL. CUM.				0	0			1		2																
						SPARE DEL. NO.	2	0	2	0	0							2														
						TOTAL DEL. NO.				0	0			1		2		2														
		CLIFTON	6-5-43		10-0	TOTAL DEL. CUM.	5	0	5					1		3		5														
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
						AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.																										
						INSTALL. DEL. CUM.																										
						INSTALL. DEL. NO.																										
						SPARE DEL. NO.																										
						TOTAL DEL. NO.																										
						TOTAL DEL. CUM.																										
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										

ESTIMATED FUTURE DELIVERIES

1944 — 1945

REVISED BAL. | LOW BAL.

* CURTISS PROPELLERS NO LONGER ASSIGNED TO PROPELLER MODEL.

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 27, 30

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) A/F	(B) A/C	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNK. BAL.
8	P-47D-1 REPUBLIC (FARMINGDALE) 25279	S.O.1650 INDIANAPOLIS	ARMY AIR FORCES W535 ac-27763 5-4-42	4	05428-A22 714-12 12-2	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM	1600	1600	0																						
						SPARE REQ. NO.	560	560	0																						
						INSTALL. DEL. CUM	1600	994	606			1571	1600																		
						INSTALL. DEL. NO.				18	118	577	29																		
						SPARE DEL. NO.	560	313	247				1	177	69																
						TOTAL DEL. NO.				18	118	577	30	177	69																
						TOTAL DEL. CUM	2160	1307	853			1584	1914	2091	2160																
		S.O.1650B INDIANAPOLIS	W535 ac-27763 5-4-42	6	714-12 12-2	SPARE BLADE REQ. NO.																								1412
						SPARE BLADE REQ. CUM	3200	1788	1412																						3200
						SPARE BLADE DEL. CUM	3200	1788	1412																						3200
						SPARE BLADE DEL. NO.				393	393																				1412
9	P-47D-1 REPUBLIC (FARMINGDALE) 25279	S.O.1561 INDIANAPOLIS	ARMY AIR FORCES W535 ac-29295 7-7-42	1	05428-A22 714-12 12-2	AIRPLANE REQ. NO.						350	130																		
						AIRPLANE REQ. CUM	547	67	480			417	547																		
						SPARE REQ. NO.	192	27	165			123	42																		
						INSTALL. DEL. CUM	547	20	527				294	296																		547
						INSTALL. DEL. NO.				0	0		278	2																		251
						SPARE DEL. NO.	192	0	192	0	0			98	69																	89
						TOTAL DEL. NO.				0	0		278	98	69																	380
						TOTAL DEL. CUM	739	20	719				294	350	399																	739
		S.O.1561B INDIANAPOLIS	W535 ac-29295 7-7-42	3	714-12 12-2	SPARE BLADE REQ. NO.																								1094
						SPARE BLADE REQ. CUM	1094	0	1094																						1094
						SPARE BLADE DEL. CUM	1094	0	1094																						1094
						SPARE BLADE DEL. NO.				0	0																				1094
10	P-47 REPUBLIC (EVANSVILLE)	S.O.10120 INDIANAPOLIS	ARMY AIR FORCES W33-036-782 LETTER CONTRACT APPROVED 10-8-43	1	05428-A114 836-18 13-0	AIRPLANE REQ. NO.						125	125	125	125	125	300														
						AIRPLANE REQ. CUM	925	0	925			125	250	375	500	625	925																
						SPARE REQ. NO.																										
						INSTALL. DEL. CUM	925	0	925				196	375	500	625	925															
						INSTALL. DEL. NO.				0	0		196	179	125	125	300															
						SPARE DEL. NO.																										
						TOTAL DEL. NO.				0	0		196	179	125	125	300															
						TOTAL DEL. CUM	925	0	925				196	375	500	625	925															
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM																										
						SPARE BLADE DEL. CUM																										
						SPARE BLADE DEL. NO.																										
11	P-47 REPUBLIC (EVANSVILLE)	S.O.10121 INDIANAPOLIS	ARMY AIR FORCES W33-036 ac-782 LETTER CONTRACT APPROVED 10-8-43	2	05428-A120 U.F. BLADES 13-0	AIRPLANE REQ. NO.						125	125	125	125	125	300														
						AIRPLANE REQ. CUM	925	0	925			125	250	375	500	625	925																
						SPARE REQ. NO.																										
						INSTALL. DEL. CUM	925	0	925				175	333	500	625	925															
						INSTALL. DEL. NO.				0	0		175	158	167	125	300															
						SPARE DEL. NO.																										
						TOTAL DEL. NO.				0	0		175	158	167	125	300															
						TOTAL DEL. CUM	925	0	925				175	333	500	625	925															
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM																										
						SPARE BLADE DEL. CUM																										
						SPARE BLADE DEL. NO.																										
12	P-47D-1 REPLACEMENT CREDIT BEING TAKEN AS SPARES	S.O.1650-2 INDIANAPOLIS	ARMY AIR FORCES W535 ac-27763 5-4-42	4	05428-A120 U.F. BLADES 12-2 13-0	AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM																										
						SPARE REQ. NO.	150	150	0																							
						INSTALL. DEL. CUM																										
						INSTALL. DEL. NO.																										
						SPARE DEL. NO.	150	78	72	112	61	60	12																			
						TOTAL DEL. NO.				112	61	60	12																			
						TOTAL DEL. CUM	150	78	72			138	150																			
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM																										
						SPARE BLADE DEL. CUM																										
						SPARE BLADE DEL. NO.																										

SEE LETTER OF TRANSMITTAL

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 27, 30

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 81-B -- STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) (B)	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNS. BAL.
13	P-47D-1 REPLACEMENT CREDIT BEING TAKEN AS SPARES 21060	S.O.1650-3 INDIANAPOLIS	ARMY AIR FORCES W535 ac-27763 4-4-42 5-4-42	4	05428-A114 636-16 13-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM. INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM. SPARE BLADE REQ. NO. SPARE BLADE REQ. CUM. SPARE BLADE DEL. CUM. SPARE BLADE DEL. NO.	250 250 250	200 45 45	50 205 205	65 65	44 44	50 150 150 195	55 55 250																	
14	P-47 REPLACEMENT SETS 21060	S.O.10122 INDIANAPOLIS	ARMY AIR FORCES W33-038 ac-783 LETTER CONTRACT APPROVED 10-8-43	1,2,5,6,7	SETS OF MATERIAL EACH CONSISTING OF: 4 DESIGN 636-16 BLADES, 4 BLADE GEARS, 4 CUFFS, 1 POWER GEAR, 1 MOTOR, 1 BRAKE ASSEMBLY 13-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM. INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM. SPARE BLADE REQ. NO. SPARE BLADE REQ. CUM. SPARE BLADE DEL. CUM. SPARE BLADE DEL. NO.	1500 1500 1500	0 0 0	1500 1500 1500	0 0	0 0	175 183 183	250 312 312 495	375 375 375 870	475 262 262 1132	225 368 368 1500																		NOTE: THE FIGURES IN THIS ITEM AND IN THE NEXT ITEM BELOW ARE NOT INCLUDED IN AIRPLANE TYPE OR PROPELLER MODEL TOTALS.
15	P-47 REPLACEMENT SETS 21060	S.O.10123 INDIANAPOLIS	ARMY AIR FORCES W33-038-ac-783 LETTER CONTRACT APPROVED 10-8-43	3,4,5,6,7	SETS OF MATERIAL EACH CONSISTING OF: 4 O.F. BLADES, 4 BLADE CUFFS, 4 BLADE GEARS, 1 POWER GEAR, 1 MOTOR, 1 BRAKE ASSEMBLY 12-2 13-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM. INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM. SPARE BLADE REQ. NO. SPARE BLADE REQ. CUM. SPARE BLADE DEL. CUM. SPARE BLADE DEL. NO.	2000 2000 2000	0 2 2	2000 1998 1998	0	2	62 67 67 69	175 200 200 269	500 400 400 969	625 600 600 1269	638 731 731 2000																		NOTE: SEE NOTES IN ITEM NEXT ABOVE.
16	P-47D-1 REPUBLIC (FARMINGDALE) 21060	S.O.1646-2 INDIANAPOLIS	ARMY AIR FORCES W535 ac-27623 4-9-42	1	05428-A34 O.F. BLADES 12-2	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM. INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM. SPARE BLADE REQ. NO. SPARE BLADE REQ. CUM. SPARE BLADE DEL. CUM. SPARE BLADE DEL. NO.	354 201 354 201 555	0 77 0 0 0	354 124 354 201 555	0 0	0 0	220 220 77	134 354 47	77 77																		NOTE: SEE LETTER OF TRANSMITTAL	354 354 124 478 555
17	P-47D-1 REPUBLIC (FARMINGDALE) 29279	S.O.1650-1 INDIANAPOLIS S.O.1650GF INDIANAPOLIS	ARMY AIR FORCES W535 ac-27763 5-4-42 W535 ac-27763 5-4-42	4 6	05428-A34 O.F. BLADES 12-2 O.F. BLADES 12-2	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM. INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM. SPARE BLADE REQ. NO. SPARE BLADE REQ. CUM. SPARE BLADE DEL. CUM. SPARE BLADE DEL. NO.	140 140 140 800 800	0 0 0 0 0	140 140 140 800 800																				NOTE: SEE LETTER OF TRANSMITTAL	140 140 140 800 800

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE _____

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21 B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES AT FAC.	CURRENT MONTH DELIVERIES DEL. ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	BALANCE REQ.	LINE BAL.
18	P-47D-1	S.O.1555-2	ARMY AIR FORCES		05428-A34	AIRPLANE REQ. NO.								216	350	65																
						AIRPLANE REQ. CUM.	632	1	631					217	567	632																
						SPARE REQ. NO.	222	1	221					76	123	22																
	REPUBLIC (FARMINGDALE)		W535 ac-24946	13	G.F. BLADES	INSTALL. DEL. CUM.	632	1	631	–												NOTE: SEE LETTER OF TRANSMITTAL									631
						INSTALL. DEL. NO.																											631
						SPARE DEL. NO.	222	1	221	0	0																					221
	29279	INDIANAPOLIS	6-16-42		12-2	TOTAL DEL. NO.				0	0																					852
						TOTAL DEL. CUM.	854	2	852																								854
		S.O.1555GF	W535 ac-24946		G.F. BLADES	SPARE BLADE REQ. NO.																										4366
				15		SPARE BLADE REQ. CUM.	6842	2476	4366																								6842
		INDIANAPOLIS	6-16-42		12-2	SPARE BLADE DEL. CUM.	6842	2476	4366																								6842
						SPARE BLADE DEL. NO.																											4366
19	P-47D-1	S.O.10009	ARMY AIR FORCES		05428-A34	AIRPLANE REQ. NO.										285	215															
						AIRPLANE REQ. CUM.	500	0	500							285	500															
						SPARE REQ. NO.	175	0	175							100	75															
	REPUBLIC (FARMINGDALE)		W535 ac-36982	1 4	G.F. BLADES	INSTALL. DEL. CUM.	500	0	500													NOTE: SEE LETTER OF TRANSMITTAL									500
						INSTALL. DEL. NO.				0	0																					500
						SPARE DEL. NO.	175	0	175	0	0																					175
	29279	INDIANAPOLIS	6-21-43		12-2	TOTAL DEL. NO.				0	0																					675
						TOTAL DEL. CUM.	675	0	675																								675
		S.O.10009GF	W535 ac-36982		G.F. BLADES	SPARE BLADE REQ. NO.																										
				10		SPARE BLADE REQ. CUM.	1300	0	1300							741	559															
		INDIANAPOLIS	6-21-43		12-2	SPARE BLADE DEL. CUM.	1300	0	1300							741	1300															
						SPARE BLADE DEL. NO.				0	0																					1300
																																1300
20	P-47D-1	S.O.1555-3	ARMY AIR FORCES		05428-A40	AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.	2789	1078	1711									250	250	250	250	250	250	211								
						SPARE REQ. NO.	976	377	599									87	88	87	88	87	88	74								
	REPUBLIC (EVANSVILLE)		W535 ac-24946	13	G.F. BLADES	INSTALL. DEL. CUM.	2789	1145	1644									1328	1578	1828	2078	2328	2578	2789								
						INSTALL. DEL. NO.				0	16																					2789
						SPARE DEL. NO.	976	395	581	0	0					6		NOTE: SEE LETTER OF TRANSMITTAL														1044
	28579	INDIANAPOLIS	6-16-42		12-2	TOTAL DEL. NO.				0	16					6																575
						TOTAL DEL. CUM.	3765	1540	2225							1546																	2219
						SPARE BLADE REQ. NO.																											3765
						SPARE BLADE REQ. CUM.																											
						SPARE BLADE DEL. CUM.																											
						SPARE BLADE DEL. NO.																											
21	SB2C-3	S.O.2705	NAVY		05428-A	AIRPLANE REQ. NO.						13	83	200	260	287	270	300	310	310	310	310	230								
						AIRPLANE REQ. CUM.	2687	4	2683			17	100	300	560	847	1117	1417	1727	2037	2347	2657	2887								
						SPARE REQ. NO.	437	0	437				20	160	156	102																
			W535 ac-27132 C.O.N.W. #2			INSTALL. DEL. CUM.	2687	4	2683			19	102	302	562	649	1119	1729	2687													
	CURTISS (COLUMBUS)			9	02721200 G.F.	INSTALL. DEL. NO.				0	4																					
						SPARE DEL. NO.	437	0	437	0	0	15	83	200	260	287	270	510	1158													
	79082	INDIANAPOLIS	11-1-43		12-2	TOTAL DEL. NO.				0	4																					
						TOTAL DEL. CUM.	3324	4	3320			15	83	200	260	287	270	645	1158													
												19	102	302	562	849	1119	1764	2845													
		S.O.2705GF	W535 ac-27132 C.O.N.W. #2			SPARE BLADE REQ. NO.						34	309	575	871	954	910	855	208	208	208	208	208	208	208	112						
				11	02721200 G.F.	SPARE BLADE REQ. CUM.	6000	0	6000			34	343	1019	1890	2844	3754	4640	4848	5056	5264	5472	5680	5888	6000							
		INDIANAPOLIS	11-1-43		12-2	SPARE BLADE DEL. CUM.	6000	0	6000						500	1500	2500	3500	4500	4848	5056	5264	5472	5680	5888	6000							
						SPARE BLADE DEL. NO.				0	0				500	1000	1000	1000	1000	348	208	208	208	208	208	112							
22	SNW-3	S.O.2706	NAVY		05428-A	AIRPLANE REQ. NO.						36	60	75	80	80	80	80	80	80	80	80	80	80	43						
						AIRPLANE REQ. CUM.	934	0	934			36	96	171	251	331	411	491	571	651	731	811	891	934							
						SPARE REQ. NO.	560	0	560			22	36	96	96	96	96	96	96	96	96	96	96	25							
			W535 ac-27132 C.O.N.W. #2			INSTALL. DEL. CUM.	934	0	934				180	343	470	600	730	934														
	CANADIAN CAR AND FOUNDRY			9	G.F. BLADES	INSTALL. DEL. NO.				0	0		180	180	190	130	130	204														
						SPARE DEL. NO.	560	0	560	0	0			73	109	15	330	25															
	LL 139A	INDIANAPOLIS	11-1-43		12-2	TOTAL DEL. NO.	1494	0	1494	0	0		180	238	299	145	460	233														
						TOTAL DEL. CUM.							180	418	656	801	1261	1494														
						SPARE BLADE REQ. NO.																											
						SPARE BLADE REQ. CUM.																											
						SPARE BLADE DEL. CUM.																											
						SPARE BLADE DEL. NO.																											

IT IS ANTICIPATED THAT ADDITIONAL SPARE PROPELLERS AND SPARE BLADES WILL BE PROCURED TO FILL OUT RATIO REQUIREMENTS.

THESE BLADES APPLY TO THIS ITEM AND NEXT ITEM BELOW.

THE REQUIREMENTS FOR THIS ITEM AND THE ITEM ABOVE DO NOT CORRESPOND TO PUBLISHED RATIOS. MERITS BUT ARE BELIEVED TO BE THE BEST OBTAIN-ABLE.

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 27, 30

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B - STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER '43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. PLANT OF DELIVERY	INDICATING AGENCY CONTRACT NUMBER AND DATE	CON. TRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A)	CURRENT MONTH DELIVERIES (B)	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	CANCEL. REQ.	LOSS REQ.
	P-61A-1 P-61B-1	S.O. 10052	ARMY AIR FORCES		C5425-A10	AIRPLANE REQ. NO.						30	50	70	90	100	100	100	100	100	100	100	100	100	100	100	100	100	30		
						AIRPLANE REQ. CUM.	1534	58	1476			30	80	150	240	340	440	540	640	740	840	940	1040	1140	1240	1340	1440	1540	1570			
						SPARE REQ. NO.	517	20	497			15	15	24	31	35	35	35	35	35	35	35	35	35	35	35	35	35	11			
						INSTALL. DEL. NO.	1532	285	1247						340	440	540	640	740	840	940	1040	1140	1240	1340	1440	1540	1570				
						INSTALL. DEL. CUM.																										
23	NORTHROP (HAWTHORNE)		W535 AC-40016	1 1a 2	T14-12	SPARE DEL. NO.	537	130	407	154 100	117 100				23	103	100	100	100	100	100	100	100	100	100	100	100	30			
						SPARE DEL. CUM.										14	35	35	35	35	35	35	35	35	35	35	35	11			
						TOTAL DEL. NO.				254	217																				
						TOTAL DEL. CUM.	2071	443	1658						23	126	226	326	426	526	626	726	826	926	1026	1126	1226	1237				
	21061	INDIANAPOLIS	10-2-43		12-2										434	560	660	815	950	1085	1220	1355	1490	1625	1760	1895	2030	2072			
		S.O. 10052B	ARMY AIR FORCES		T14-12	SPARE BLADE REQ. NO.						34	130	132	234	260	260	260	260	260	260	260	260	260	260	260	260	260	77		
						SPARE BLADE REQ. CUM.	1043	143	900			34	164	296	530	790	1050	1310	1570	1830	2090	2350	2610	2870	3130	3390	3650	3727	3988		
			W535 AC-40016	5		SPARE BLADE DEL. NO.	1043	143	900			34	130	132	234	260	260	260	260	260	260	260	260	260	260	260	260	260	77		
		INDIANAPOLIS	10-2-43		12-2	SPARE BLADE DEL. CUM.	1043	143	900			34	164	296	530	790	1050	1310	1570	1830	2090	2350	2610	2870	3130	3390	3650	3727	3988		
										4	727				179	234	260	260	260	260	260	260	260	260	260	260	260	77			
						AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.	1	1	0																							
						SPARE REQ. NO.	1	1	0																							
						SPARE REQ. CUM.	1	1	0																							
						INSTALL. DEL. NO.																										
						INSTALL. DEL. CUM.																										
24	CURTISS (BUFFALO)		P.O. 43-21771-S	1	T36-18	SPARE DEL. NO.	1	0	1	1	0	1																				
						TOTAL DEL. NO.				1	0	1																				
		CLIFTON	9-4-43		12-11	TOTAL DEL. CUM.	2	1	1			2																				
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
						AIRPLANE REQ. NO.																										
		S.O. 10132	ARMY AIR FORCES		C5426	AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.	6	0	6																							
						INSTALL. DEL. CUM.																										
25	SCHOOL		P.O. (33-038) AA-2808-AF	1	T14-12	INSTALL. DEL. NO.																										
						SPARE DEL. NO.	6	0	6	0	0	6																				
						TOTAL DEL. NO.				0	0	6																				
		INDIANAPOLIS	9-28-43		12-2	TOTAL DEL. CUM.	6	0	6			6																				
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
						AIRPLANE REQ. NO.																										
		S.O. 10132-1	ARMY AIR FORCES		C5426	AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.	2	0	2																							
						INSTALL. DEL. CUM.																										
26	SCHOOL		P.O. (33-038) AA-2808-AF	3	T14-12	SPARE DEL. NO.	2	0	2	0	0	2																				
						TOTAL DEL. NO.				0	0	2																				
		CLIFTON	9-28-43		12-2	TOTAL DEL. CUM.	2	0	2			2																				
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
						AIRPLANE REQ. NO.																										
		S.O. 47029	PAN AMERICAN		C5426	AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.	1	1	0																							
						INSTALL. DEL. CUM.																										
27	SCHOOL		P.O. 38126		T14-12	SPARE DEL. NO.	1	0	1	1	0	1																				
						TOTAL DEL. NO.				1	0	1																				
		CLIFTON	9-4-43		12-2	TOTAL DEL. CUM.	1	0	1			1																				
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										

NOTES: SECOND PROPELLER WITH B36 BLADES DELIVERED LESS CUFFS IN APRIL, 1943. CREDIT FOR DELIVERY WILL BE TAKEN UPON RECEIPT OF ALTERED BLADES UNDER AUTHORIZING B36 BLADES LESS CUFFS.

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 27, 30

PAGE 6 OF 28 PAGES

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A/C)	CURRENT MONTH DELIVERIES (SPARES)	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	ACTUAL BAL.	UNF BAL.
		S.O. 40725	FORD		C5425-A100	AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.																											
						SPARE REQ. NO.	1	0	1			1																				
						INSTALL. DEL. CUM.																										
28	TEST FORD		P.O. T50058	1	714-12	INSTALL. DEL. NO.																										
						SPARE DEL. NO.	1	0	1	0	0	1																				
						TOTAL DEL. NO.				0	0	1																				
	W535 AC-16528	INDIANAPOLIS	10-15-43		12-2	TOTAL DEL. CUM.	1	0	1			1																				
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
	SC-1	S.O. 2638	NAVY		C5425-8	AIRPLANE REQ. NO.						1	2	2	3	2	7	24	52	75	75	75	75	75	34						
						AIRPLANE REQ. CUM.	500	0	500			1	3	5	8	10	17	41	93	168	243	318	393	468	502						
						SPARE REQ. NO.	250	0	250			1	1	1	1	1	4	12	26	38	37	37	37	75	17						
29	CURTISS (COLUMBUS)		W535 AC-36984	1 4	528-12	INSTALL. DEL. CUM.	500	0	500			1	2	3	4	5	9	21	47	85	122	159	196	271	288						
						INSTALL. DEL. NO.						1	2	3	2	24	55	75	75	75	75	75	75	38							
						SPARE DEL. NO.	250	0	250			1	1	1	2	12	25	37	37	37	37	37	37	23							
						TOTAL DEL. NO.						2	3	4	4	36	80	112	112	112	112	112	112	61							
	W535-A-16665	INDIANAPOLIS	6-26-43		10-2	TOTAL DEL. CUM.	750	0	750			2	5	9	13	49	129	241	353	465	577	689	750								
						SPARE BLADE REQ. NO.																										
		S.O. 2638B				SPARE BLADE REQ. CUM.	800	0	800			2	3	3	2	3	11	38	83	120	120	120	120	120	55						
			W535 AC-36984	9	528-12	SPARE BLADE DEL. CUM.	800	0	800			2	5	8	10	13	24	62	145	265	385	505	625	745	800						
		INDIANAPOLIS	6-26-43		10-2	SPARE BLADE DEL. NO.							2	5	16	54	137	257	377	497	617	737	800								
													2	3	11	38	83	120	120	120	120	120	63								
						AIRPLANE REQ. NO.																										
	XSC-1	S.O. 6807	CURTISS		C5425-82	AIRPLANE REQ. CUM.	1	1	0																						
						SPARE REQ. NO.	1	0	1			1																				
						INSTALL. DEL. CUM.	1	0	1			1																				
						INSTALL. DEL. NO.				0	0	1																				
30	CURTISS (COLUMBUS)		P.O. 319149		528-12	SPARE DEL. NO.	1	0	1	1	0		1																		
						TOTAL DEL. NO.				1	0	1	1																			
	NES-12310	CLIFTON	12-18-42		10-2	TOTAL DEL. CUM.	2	0	2			1	2																			
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
						AIRPLANE REQ. NO.						2																				
	XSF-5	S.O. 2652	NAVY		C5425-84	AIRPLANE REQ. CUM.	2	0	2			2																				
						SPARE REQ. NO.	1	0	1			1																				
						INSTALL. DEL. CUM.	2	0	2			1	2																			
						INSTALL. DEL. NO.						1	1																			
31	GRUMMAN		Wea(s)-918	1	528-12	SPARE DEL. NO.	1	0	1				1																		
						TOTAL DEL. NO.						1	2																			
		CLIFTON	6-30-43		10-2	TOTAL DEL. CUM.	1	0	1			1	1																			
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										
		S.O. 1277-1	ARMY AIR FORCES		C5425-8	AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.	1	0	1			1																				
						INSTALL. DEL. CUM.																										
						INSTALL. DEL. NO.																										
32	EXPERIMENTAL		W535 AC-15418	1	NONE	SPARE DEL. NO.	1	0	1	0	0		1																		
						TOTAL DEL. NO.				0	0		1																			
		CLIFTON	5-15-41			TOTAL DEL. CUM.	1	0	1				1																			
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 27, 30

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B - STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) ACT.	(B) EST.	ESTIMATED FUTURE DELIVERIES 1943 DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1944 DEC	JAN	FEB	MAR	APR	MAY	NUMBER REQ.	UNIT REQ.
						AIRPLANE REQ. NO.						160	140	70																	589
	B-26C	S.O. 1651	ARMY AIR FORCES		C5L38-C28	AIRPLANE REQ. CUM.	1300	601	699			761	901	971							IT IS ANTICIPATED THAT THESE UNSCHEDULED										300
						SPARE REQ. NO.	465	187	268			56	49	25							PROPELLERS WILL BE CANCELLED										138
						INSTALL. DEL. CUM.	1300	971	329																						1300
	MARTIN (O)		W535 ac-27763		814-18	INSTALL. DEL. NO.				0	0																			589
						SPARE DEL. NO.	465	317	138	0	0																				138
33				1		TOTAL DEL. NO.																									667
	38728	INDIANAPOLIS	5-4-42		13-6	TOTAL DEL. CUM.	1755	1288	467	0	0																				1755
		S.O. 16518	W535 ac-27763		814-18	SPARE BLADE REQ. NO.						224	196	98							THESE BLADES COVER PROPELLERS ON THIS										741
						SPARE BLADE REQ. CUM.	3458	2199	1259			2395	2618	2717							ITEM AND ON ITEM 39, BELOW										3459
						SPARE BLADE DEL. CUM.	3458	742	2716			1417	2717																			3456
				5		SPARE BLADE DEL. NO.				256	536	675	1300																			741
		INDIANAPOLIS	5-4-42		13-6																										
	B-26B-1	S.O.1651-3	ARMY AIR FORCES		C5L38-C10	AIRPLANE REQ. NO.						156	186	19	191																
						AIRPLANE REQ. CUM.	630	78	552			254	420	439	630																
						SPARE REQ. NO.	220	27	193			55	65	7	66																
						INSTALL. DEL. CUM.	630	400	230			482	606	630																	
				1		INSTALL. DEL. NO.				200	200	82	124	24																	
34	MARTIN (B)		W535 ac-27763		G.F. BLADES	SPARE DEL. NO.	220	168	52	124	166		52																		
						TOTAL DEL. NO.				324	366	82	176	84																	
	31733	INDIANAPOLIS	5-4-42		13-6	TOTAL DEL. CUM.	850	568	282			650	826	850																	
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
	B-26B-1	S.O. 10008	ARMY AIR FORCES		C5L38-C28	AIRPLANE REQ. NO.									119															701
						AIRPLANE REQ. CUM.	820	0	820						119						180 INSTALLATION PROPELLERS ARE										820
						SPARE REQ. NO.	350	18	332						99						BEING DELIVERED ON SALES ORDER										673
						INSTALL. DEL. CUM.	820	0	820						119						10,008-2 BELOW WITH CURTISS DESIGN										820
				1		INSTALL. DEL. NO.				80	0				119						814-18 SPECIAL ZINC PLATED BLADES										704
35	MARTIN (B)		W535 ac-36501	2	C3821306	SPARE DEL. NO.	350	0	350						12	65															273
						TOTAL DEL. NO.				80	0				131	65															976
	31733	INDIANAPOLIS	4-29-43		13-6	TOTAL DEL. CUM.	1170	0	1170						131	196															1170
						SPARE BLADE REQ. NO.									476																3524
		S.O. 10008 G.F.	W535 ac-36501		C3821306	SPARE BLADE REQ. CUM.	4000	0	4000						476																4000
						SPARE BLADE DEL. CUM.	4000	0	4000						476																4000
				5		SPARE BLADE DEL. NO.									476																3524
		INDIANAPOLIS	4-29-43		13-6																										
	B-26B-1	S.O. 10008-2	ARMY AIR FORCES		C5L38-C28	AIRPLANE REQ. NO.						84	44																		
						AIRPLANE REQ. CUM.	180	52	128			136	180																			
					814-18	SPARE REQ. NO.																									
						INSTALL. DEL. CUM.	180	52	128												THESE PROPELLERS CONTAIN SPECIAL										
						INSTALL. DEL. NO.				0	52	84	44								DESIGN 814-18 ZINC PLATED BLADES										
36	MARTIN (B)		W-535-36501	1		SPARE DEL. NO.																									
				2		TOTAL DEL. NO.				0	52	84	44																			
			4-29-43		13-6	TOTAL DEL. CUM.	180	52	128			136	180																			
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
	B-26B,C	S.O. 1518	ARMY AIR FORCES		C5L38-C10	AIRPLANE REQ. NO.									201															
						AIRPLANE REQ. CUM.	2100	2199	201						2100																
					C3821306	SPARE REQ. NO.																									
						INSTALL. DEL. CUM.	2100	2199	201																						
	MARTIN		W535 ac-19928			INSTALL. DEL. NO.				0	0				201						THE FIRST 2199 PROPELLERS WERE										
37	(B & G)			1		SPARE DEL. NO.															SHIPPED TO MARTIN, OMAHA. THE										
					13-6	TOTAL DEL. NO.				0	0				201						BALANCE OF 201 PROPELLERS ARE										
	19342	INDIANAPOLIS	6-30-41			TOTAL DEL. CUM.	2100	2199	201						2100						TO BE SHIPPED TO MARTIN, BALTIMORE.										
		S.O. 1987 GF	W535 ac-35605		C3821306	SPARE BLADE REQ. NO.									522																
						SPARE BLADE REQ. CUM.	7000	6478	522						7000																
						SPARE BLADE DEL. CUM.	7000	6441	559			7000																				
		INDIANAPOLIS	3-19-43	1	13-6	SPARE BLADE DEL. NO.				1167	628	559																			

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 28,30

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21 B - STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N.J. CLIFTON, N.J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) COMPLETE UNITS	CURRENT MONTH DELIVERIES (B) SPARE BLADES	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNS. BAL.
38	B-26B,C MARTIN (B & O) 38728	S.O. 1651-1 INDIANAPOLIS	ARMY AIR FORCES W535 ac-27763 5-4-42	1	C5438-C10 C3821306 13-6	AIRPLANE REQ. NO.									19	190	61	160	150	100	60										
						AIRPLANE REQ. CUM.	700	0	700						19	209	270	430	580	680	740										
						SPARE REQ. NO.	245	0	245						7	67	21	56	46	55	13										
						INSTALL. DEL. CUM	700	0	700					75	299	570	700														
						INSTALL. DEL. NO.				0	0			75	224	271	130														
						SPARE DEL. NO.	245	1	244	0	0				76	99	139														
						TOTAL DEL. NO.								75	300	300	269														
						TOTAL DEL. CUM	945	1	944	0	0			76	376	676	945														
		S.O. 1651 S.P.	W535 ac-27763	3	C3821306	SPARE BLADE REQ. NO.						218	260	27	256	266	85	224	182	140	57									
						SPARE BLADE REQ. CUM.	1862	109	1753			327	587	614	908	1174	1259	1483	1665	1805	1862									
						SPARE BLADE DEL. CUM.	1862	1862	0																						
						SPARE BLADE DEL. NO.				0	0																					
		INDIANAPOLIS	5-4-42		13-6																										
39	B-26B-1 MARTIN (B) 31733	S.O. 1651-2 INDIANAPOLIS	ARMY AIR FORCES W535 ac-27763 5-4-42	1	C5438-C28 814-18 13-6	AIRPLANE REQ. NO.																								200	1170
						AIRPLANE REQ. CUM.	1170	970	200																						
						SPARE REQ. NO.	368	368	0																					1170	200
						INSTALL. DEL. CUM	1170	970	200																						
						INSTALL. DEL. NO.				0	0																					
						SPARE DEL. NO.	368	368	0	0	0																					
						TOTAL DEL. NO.				0	0																				200	
						TOTAL DEL. CUM	1538	1338	200																					1170	
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
40	B-26B-1 MARTIN (B) 31733	S.O. 1651-4 INDIANAPOLIS	ARMY AIR FORCES W535 ac-27763 5-4-42	1	C5438-C30 814-18 13-6	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.	42	0	42																					42	
						INSTALL. DEL. CUM																									
						INSTALL. DEL. NO.																									
						SPARE DEL. NO.	42	0	42	42	0																			42	
						TOTAL DEL. NO.				42	0																			42	
						TOTAL DEL. CUM	42	0	42																						
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
41	C-46 CURTISS (B) 19174 21581	S.O. 10025 INDIANAPOLIS	ARMY AIR FORCES W535 ac-37112 4-2-43	1 2	C5438-C28 814-18 13-6	AIRPLANE REQ. NO.						120	112	156	176	192	212	228	64											
						AIRPLANE REQ. CUM.	1812	520	1292			632	784	940	1116	1308	1520	1748	1812											
						SPARE REQ. NO.	634	182	452			43	50	55	62	67	74	80	24											
						INSTALL. DEL. CUM	1812	1754	58									1812												
						INSTALL. DEL. NO.				290	318							58												
						SPARE DEL. NO.	634	585	49	94	64							49												
						TOTAL DEL. NO.				384	382							107												
						TOTAL DEL. CUM	2446	2339	107									2446												
		S.O. 10025B	W535 ac-37112	5	814-18	SPARE BLADE REQ. NO.						171	199	218	246	269	297	319	90											
						SPARE BLADE REQ. CUM.	2537	728	1809			990	1098	1316	1562	1831	2128	2447	2537											
						SPARE BLADE DEL. CUM.	2537	976	1561			976	1098	1316	1562	1831	2128	2447	2537											
		INDIANAPOLIS	1-2-43		13-6	SPARE BLADE DEL. NO.				395	0		122	218	246	269	297	319	90											
42	C-46 CURTISS (B) 28581	S.O. 10025-1 INDIANAPOLIS	ARMY AIR FORCES W535 ac-37112 SUPPLEMENT 6 11-18-43	7 8	C5438-C28 814-18 13-6	AIRPLANE REQ. NO.																								180	260	274	300	300	300	300	300	300	300	1286
						AIRPLANE REQ. CUM.	1400	0	1400																					180	440	714	1014	1314	1614	1914	2214	2514	2814	4100
						SPARE REQ. NO.	1540	0	1540																					63	91	96	105	105	105	105	105	105	105	850
						INSTALL. DEL. CUM	1400	0	1400																					180	440	714	1014	1314	1614	1914	2214	2514	2814	4100
						INSTALL. DEL. NO.																								180	260	274	300	300	300	300	300	300	300	2986
						SPARE DEL. NO.	1540	0	1540																					63	91	96	105	105	105	105	105	105	105	850
						TOTAL DEL. NO.																								243	351	370	405	405	405	405	405	405	405	3836
						TOTAL DEL. CUM	5940	0	5940																					243	594	964	1369	1774	2179	2584	2989	3394	3799	5940
		S.O. 10025-1B INDIANAPOLIS	W535 ac-37112 SUPPLEMENT 6 11-18-43	11	814-18 13-6	SPARE BLADE REQ. NO.																								252	362	382	420	420	420	420	420	420	420	1800
						SPARE BLADE REQ. CUM.	6160	0	6160																					252	616	1000	1420	1840	2260	2680	3100	3520	3940	6160
						SPARE BLADE DEL. CUM.	6160	0	6160																					252	616	1000	1420	1840	2260	2680	3100	3520	3940	6160
						SPARE BLADE DEL. NO.																								252	364	384	420	420	420	420	420	420	420	3800

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 22,32

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1.0 — STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (43) ORD.	(43) ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. DEL.	UNK. DEL.
43	C-46	S.O. 10025-2	ARMY AIR FORCES	13	C5438-C28	AIRPLANE REQ. NO.										2	2	4	6	16	30	44	60	80	100	100	100	100	100	256	
						AIRPLANE REQ. CUM.	1000	0	1000							2	4	8	14	30	60	104	164	244	344	444	544	644	744	1000	
						SPARE REQ. NO.	350	0	350							1	1	1	2	5	11	15	21	28	35	35	35	35	35	90	
					814-18	INSTALL. DEL. CUM.	1000	0	1000									8	16	30	60	104	164	244	344	444	544	644	744	1000	
	HIGGINS		W535 ac-37412 SUPPLEMENT 6	14		INSTALL. DEL. NO.				0	0							8	6	16	30	44	60	80	100	100	100	100	100	256	
						SPARE DEL. NO.	350	0	350	0	0							3	2	5	11	15	21	28	35	35	35	35	35	90	
						TOTAL DEL. NO.				0	0							11	8	21	41	59	81	108	135	135	135	135	135	346	
	AC-298	INDIANAPOLIS	11-18-43		13-6	TOTAL DEL. CUM.	1350	0	1350									11	19	40	81	140	221	329	444	579	714	849	1004	1350	
		S.O. 10025-23	W535 ac-37412 SUPPLEMENT 6	17	814-18	SPARE BLADE REQ. NO.										3	3	5	8	22	42	62	84	112	140	140	140	140	140	359	
						SPARE BLADE REQ. CUM.	1400	0	1400							3	6	11	19	41	83	145	229	341	481	621	761	901	1041	1400	
						SPARE BLADE DEL. CUM.	1400	0	1400							3	6	11	19	41	83	145	229	341	481	621	761	901	1041	1400	
		INDIANAPOLIS	11-18-43		13-6	SPARE BLADE DEL. NO.				0	0							3	3	5	8	22	42	62	84	112	140	140	140	140	359	
44	R5C	S.O. 2685	NAVY		C5438-C28	AIRPLANE REQ. NO.						18	18	24	24	28	28	32	36	40	20										
						AIRPLANE REQ. CUM.	340	66	274			64	102	126	150	178	206	238	274	314	360										
			W535 ac-40148	1		SPARE REQ. NO.	119	24	95			6	6	8	8	10	10	12	13	13	9										
						INSTALL. DEL. CUM.	340	0	340									267	340												
	(C-46) CURTISS(8)		10-2-43	4	814-18	INSTALL. DEL. NO.												267	73											
						SPARE DEL. NO.	119	0	119										119												
						TOTAL DEL. NO.												267	192												
		INDIANAPOLIS			13-6	TOTAL DEL. CUM.	459	0	459									267	459												
		S.O.2665B	W535 ac-40148	12	814-18	SPARE BLADE REQ. NO.						25	25	34	34	39	39	46	50	56	37										
						SPARE BLADE REQ. CUM.	476	92	384			117	142	176	210	249	288	334	384	440	477										
						SPARE BLADE DEL. CUM.	476	0	476																						476
		INDIANAPOLIS	10-2-43		13-6	SPARE BLADE DEL. NO.						NOT SCHEDULED AWAITING SHIPPING INSTRUCTIONS																			476
45	PBM-3C	S.O. 2473	NAVY		C5438-C24	AIRPLANE REQ. NO.						70	80	80	34															160	
						AIRPLANE REQ. CUM.	480	78	402			146	226	306	340																1287	
				1		SPARE REQ. NO.	192	30	162			26	32	32	6																64	
	MARTIN (8)		W535 ac-36925		814-0	INSTALL. DEL. CUM.	480	114	330			240	320																		480	
						INSTALL. DEL. NO.				0	0	96	80																		160	
				2		SPARE DEL. NO.	192	90	102	0	0	58																			64	
						TOTAL DEL. NO.				0	0	134	80																		224	
	WOA(8)-17A	INDIANAPOLIS	4-2-43		15-2	TOTAL DEL. CUM.	672	234	438			360	448																		672	
		S.O. 2473B	W535 ac-36926		814-0	SPARE BLADE REQ. NO.						98	112	112	28																224	
						SPARE BLADE REQ. CUM.	672	105	566			204	316	428	456																672	
				5		SPARE BLADE DEL. CUM.	672	314	358					168																	672	
		INDIANAPOLIS	4-2-43		15-2	SPARE BLADE DEL. NO.				2	198			134																224	
46	PBM-3C	S.O. 2663	NAVY		C5438-C24	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.	700	0	700																						700	
			W535 ac-40707	1		SPARE REQ. NO.	280	0	280																						280	
	MARTIN (8)					INSTALL. DEL. CUM.	700	0	700																						700	
					814-0	INSTALL. DEL. NO.				0	0																					
				2		SPARE DEL. NO.	280	0	280	0	0																				280	
						TOTAL DEL. NO.				0	0																					
		INDIANAPOLIS	10-13-43		15-2	TOTAL DEL. CUM.	980	0	980																						980	
		S.O.2663B	W535 ac-40707		814-0	SPARE BLADE REQ. NO.																									980
				5		SPARE BLADE REQ. CUM.	980	0	980																						980	
		INDIANAPOLIS	10-13-43		15-2	SPARE BLADE DEL. CUM.	980	0	980																						980	
						SPARE BLADE DEL. NO.																											
47	SCHOOL	S.O. 40620	FORD		C5438	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																											
			F.O. E16620	1	814-60	SPARE REQ. NO.	1	1	0																							
						INSTALL. DEL. CUM.																											
						INSTALL. DEL. NO.																											
	FORD	CLIFTON	6-28-43		10-0	SPARE DEL. NO.	1	1	0	1	1																				
						TOTAL DEL. NO.				1	1	COMPLETE																				
						TOTAL DEL. CUM.	1	1	0																							
						SPARE BLADE REQ. NO.																											
						SPARE BLADE REQ. CUM.																											
						SPARE BLADE DEL. CUM.																											
						SPARE BLADE DEL. NO.																											

IT IS ANTICIPATED THAT THE ENCIRCLED PROPELLERS WILL BE CHANGED TO MODEL C5438 BY CONTRACT CHANGE NOTIFICATION FOR USE ON PBM-5 AIRFRAMES.

IT IS ANTICIPATED THAT THESE ENCIRCLED PROPELLERS WILL BE CHANGED TO MODEL C5438 BY CONTRACT CHANGE NOTIFICATION FOR USE ON PBM-5 AIRFRAMES.

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 28, 30

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1.B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) SCH.	(B) ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNS. BAL.
	TEST	S.O. 60725-1	FORD		C5438	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.	1	1	0																						
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
48	FORD		P.O. 150058	2	814-60	SPARE DEL. NO.	1	1	0	1	1																			
						TOTAL DEL. NO.				1	1	COMPLETE																			
	W535 ac-16508	INDIANA POLIS	10-21-43		10-0	TOTAL DEL. CUM.	1	1	0																						
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
						AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
						SPARE DEL. NO.																									
						TOTAL DEL. NO.																									
						TOTAL DEL. CUM.																									
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
						AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
						SPARE DEL. NO.																									
						TOTAL DEL. NO.																									
						TOTAL DEL. CUM.																									
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
						AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
						SPARE DEL. NO.																									
						TOTAL DEL. NO.																									
						TOTAL DEL. CUM.																									
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 28,30.

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 61-B -- STATUS OF ORDERS

FOR THE MONTH OF OCTOBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES A/C	CURRENT MONTH DELIVERIES SPARES	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNK BAL.
45	PBM-5	S.O. 2626	NAVY	1	06348-32	AIRPLANE REQ. NO.									80	80	80	80	80												
						AIRPLANE REQ. CUM.	400	0	400						80	160	240	320	400												
						SPARE REQ. NO.	160	0	160						32	32	32	32	32												
	MARTIN (BALTIMORE)		AC 36983			INSTALL. DEL. CUM.	400	0	400						80	160	240	320	400				NOTE: THESE PROPELLERS ORIGINALLY								
				2	1016-30	INSTALL. DEL. NO.				0	0				80	80	80	80	80				PROCURED FOR THE PBY-1 AIRPLANE.								
						SPARE DEL. NO.	160	0	160	0	0				32	32	32	32	32												
						TOTAL DEL. NO.				0	0				112	112	112	112	112												
	NOS-A18895	INDIANAPOLIS	4-29-43		15-6	TOTAL DEL. CUM.	560	0	560						112	224	336	448	560												
		S.O. 2626B	AC 36983		1016-30	SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.	420	0	420						84	84	84	84	84												
				4		SPARE BLADE DEL. CUM.	420	0	420						84	168	252	336	420												
		INDIANAPOLIS	4-29-43		15-6	SPARE BLADE DEL. NO.				0	0				84	84	84	84	84												
46	TEST	S.O. 40663	CHANCE VOUGHT		06348-8	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.	1	0	1					1																	
			P.O. OD-26873-B			INSTALL. DEL. CUM.																									
					1016-16	INSTALL. DEL. NO.																									
						SPARE DEL. NO.	1	0	1	0	0			1																	
						TOTAL DEL. NO.				0	0			1																	
	W535 ac-25584	INDIANAPOLIS	10-23-43		16-6	TOTAL DEL. CUM.	1	0	1					1																	
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
47	EXPERIMENTAL	S.O. 1278	ARMY AIR FORCES		06348-0	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.	1	0	1													1									
			W535 ac-18416	2		INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
					NONE	SPARE DEL. NO.	1	0	1	0	0											1									
		CALDWELL	5-15-41			TOTAL DEL. NO.				0	0											1									
						TOTAL DEL. CUM.	1	0	1													1									
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
						AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
						SPARE DEL. NO.																									
						TOTAL DEL. NO.																									
						TOTAL DEL. CUM.																									
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
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FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 28, 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21 B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) EST.	(B) ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	ALLOWED BAL.	UNB BAL.
48	B-32	S.O. 10063	ARMY AIR FORCES		06443-A	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.	1248	0	1248					4	8	20	32	44	55	72	88	104	120	140	160	180	180	160		
						SPARE REQ. NO.	436	0	436					1	3	7	11	15	20	25	31	36	42	49	56	63	63	14		
	CONSOLIDATED (FT. WORTH)		W535 AC-40193	1 4 10 13	1016-18	INSTALL. DEL. CUM.	1248	0	1248			38	130	260	425	629	849	1019	1175	1248									
						INSTALL. DEL. NO.						38	92	130	165	204	220	164	162	73									
						SPARE DEL. NO.	436	0	436			12	33	45	60	71	80	60	59	16									
						TOTAL DEL. NO.		0				50	125	175	225	275	300	224	221	89									
	AC 37856	INDIANAPOLIS	10-13-43		16-8	TOTAL DEL. CUM.	1684	0	1684			50	175	350	575	850	1150	1374	1595	1684									
						SPARE BLADE REQ. NO.						5	10	24	38	53	67	86	106	125	144	168	192	216	216	53		
		S.O. 10063B	AC-40193	9	1016-18	SPARE BLADE REQ. CUM.	1503	0	1503			5	15	39	77	130	197	283	389	514	658	826	1018	1234	1450	1503		
		INDIANAPOLIS	10-13-43	18	16-8	SPARE BLADE DEL. CUM.	1503	0	1503			5	15	39	77	130	197	283	389	514	658	826	1018	1234	1450	1503		
						SPARE BLADE DEL. NO.						5	10	24	38	53	67	86	106	125	144	168	192	216	216	53		
49	B-29	S.O. 10069	ARMY AIR FORCES		06445-A	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.	4	4	0																					
						SPARE REQ. NO.	2	0	2									2												
	BOEING (WICHITA)		W535 AC-40193	1 2	1016-18	INSTALL. DEL. CUM.	4	4	0																					
						INSTALL. DEL. NO.																								
						SPARE DEL. NO.	2	1	1	1	0	1																		
						TOTAL DEL. NO.				1	0	1																		
		CLIFTON	10-13-43		16-8	TOTAL DEL. CUM.	6	5	1			6																		
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								
50	EXPERIMENTAL	S.O. 1623	ARMY AIR FORCES		06445-A2	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.																								
						SPARE REQ. NO.	2	2	0																					
			W535 AC-26602	1	1016-18	INSTALL. DEL. CUM.																								
						INSTALL. DEL. NO.																								
						SPARE DEL. NO.	2	0	2	2	0	2																		
						TOTAL DEL. NO.				2	0	2																		
		CLIFTON	4-1-42		16-8	TOTAL DEL. CUM.	2	0	2			2																		
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								
51	B-29 GENERAL MOTORS (DETROIT)	S.O. 1883	ARMY AIR FORCES P.O. (535) 43-23490-E	1	06445-A6	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.	4	4	0																					
						SPARE REQ. NO.																								
						INSTALL. DEL. CUM.	4	0	4									4												
						INSTALL. DEL. NO.				4	0	4																		
						SPARE DEL. NO.																								
	W535 AC-27331	CLIFTON	3-12-43		16-8	TOTAL DEL. NO.				4	0	4																		
						TOTAL DEL. CUM.	4	0	4			4																		
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								
52	B-29 GENERAL MOTORS (DETROIT) P.O. (535) 43-852-E W535 AC-2773	S.O. 10011 CALDWELL AND CLIFTON	ARMY AIR FORCES P.O. (535) 43-23490-E 3-12-43	1	06445-A6 16-8	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.																								
						SPARE REQ. NO.	2	0	2			2																		
						INSTALL. DEL. CUM.																								
						INSTALL. DEL. NO.																								
						SPARE DEL. NO.	2	0	2	2	0	2																		
						TOTAL DEL. NO.				2	0	2																		
						TOTAL DEL. CUM.	2	0	2			2																		
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								

NOTE: (1) PROPELLERS FIRST TO BE INSTALLED ON THE XB-19A.
(2) FIRST PROPELLER DELIVERED IN JUNE AND THREE PROPELLERS DELIVERED IN JULY LESS ANTI-ICING. CREDIT WILL BE TAKEN UPON DELIVERY OF ANTI-ICING.

NOTE: FIRST PROPELLER DELIVERED IN SEPTEMBER LESS ANTI-ICING. CREDIT WILL BE TAKEN UPON DELIVERY OF ANTI-ICING.

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 29, 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B – STATUS OF ORDERS.

FOR THE MONTH OF NOVEMBER 19 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER (CONTRACT NO.)	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CON-TRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A)	CURRENT MONTH DELIVERIES (B)	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNK. BAL.
53	XB-19A	S.O. 1939	ARMY AIR FORCES		C6AU5-A8	AIRPLANE REQ. MO.						4																			
	GENERAL MOTORS (DETROIT)		P.O. (535) 43-1919-E	1	1016-0	AIRPLANE REQ. CUM.	4	0	4			4																			
						SPARE REQ. MO.																									
						SPARE REQ. CUM.																									
						INSTALL. DEL. CUM.	4	0	4					4																	
						INSTALL. DEL. MO.								4																	
						SPARE DEL. MO.				0	0																				
	W535 AC-33362	CLIFTON	7-31-42		18-2	TOTAL DEL. MO.				0	0			4															
						TOTAL DEL. CUM.	4	0	4					4																	
						SPARE BLADE REQ. MO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. MO.																									
54	XB-19A	S.O. 1854	ARMY AIR FORCES		C6AU5-A8	AIRPLANE REQ. MO.																									
	GENERAL MOTORS (DETROIT)		P.O. 43-159-E	1	1016-0	AIRPLANE REQ. CUM.																									
						SPARE REQ. MO.	2	0	2			2																			
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.	2	0	2	0	0						2														
		CLIFTON	7-31-42		18-0	TOTAL DEL. MO.				0	0						2													
						TOTAL DEL. CUM.	2	0	2								2														
						SPARE BLADE REQ. MO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. MO.																									
55	XB-38	S.O. 1008J	ARMY AIR FORCES		C6AU5-A	AIRPLANE REQ. MO.																									
	1OOOHP		P.O 43-32196-E	1	830-0	AIRPLANE REQ. CUM.	4	0	4			2						2													
				2	831-0	SPARE REQ. MO.	2	0	2									4													
						INSTALL. DEL. CUM.	4	0	4																						
						INSTALL. DEL. MO.												2		4				2							
						SPARE DEL. MO.	2	0	2	0	0							2													
	W535 AC-15867	CLIFTON	6-10-43		15-2	TOTAL DEL. MO.				0	0																			
						TOTAL DEL. CUM.	6	0	6									2		4				2							
						SPARE BLADE REQ. MO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. MO.																									
56	EXPERIMENTAL	S.O. 1230	ARMY AIR FORCES		C6AU5-8	AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.																									
			P.O. 41-5102	1	830-0	SPARE REQ. MO.	1	0	1																						
				2	831-0	INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.	1	0	1	0	0																				
		CLIFTON	12-12-40		15-2	TOTAL DEL. MO.				0	0																			
						TOTAL DEL. CUM.	1	0	1																						
						SPARE BLADE REQ. MO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. MO.																									
						AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. MO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.																									
						TOTAL DEL. MO.																									
						TOTAL DEL. CUM.																									
						SPARE BLADE REQ. MO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. MO.																									

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 29, 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21B - STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL N. J. CLIFTON N. J. BEAVER PA. INDIANAPOLIS IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL, AIRFRAME MANUFACTURER CONTRACT NO.	CUSTOMER ORDER NO. POINT OF SHIPMENT	PRODUCING AGENCY CONTRACT NUMBER AND DATE	CUST. ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	SALES	STATUS OF ORDER AS OF CONTRACT	ACCEPTED TO DATE AS OF LAST REPORT	BALANCE TO BE ACCEPTED	CURRENT SCHED. DELIVERIES		ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	LATER MO.	LAST MO.
57	P-40N-1	S.O. 1994	ARMY AIR FORCES		C5335-PR4	AIRPLANE REQ. NO.	2000	2000	0																						
	CURTISS (B)		W535 ac-36499		89303-2CR	BLADE REQ. NO.	800	800	0																						
						HUB REQ. NO.	2000	2000																							
	344237	CLIFTON	3-31-43	1	11-0	TOTAL DEL. NO.	800	800	0	100	100																				
			7-23-43	2						200	200	COMPLETE																			
		SPARE BLADES BEING DELIVERED BY CANADIAN CAR AND FOUNDRY CO.		7		TOTAL DEL. NO.	2800	2800	0																						
58	P-40N-1	S.O. 10017	ARMY AIR FORCES		C5335-PR4	AIRPLANE REQ. NO.	2000	1781	219			200	19																		
	CURTISS (B)		W535 ac-36967	1	89303-2CR	BLADE REQ. NO.	700	623	77			70	7																		
						HUB REQ. NO.	2000	1699	301			1825	2000																		
	344237	CLIFTON	4-26-43	2	11-0	TOTAL DEL. NO.	700	341	359	361	406	336	171																		
										165	191	200	159																		
		SPARE BLADES BEING DELIVERED BY CANADIAN CAR AND FOUNDRY CO.				TOTAL DEL. NO.	2700	1840	860	765	597	1370	330	2700																		
59	P-40N-1	S.O. 10017-1	ARMY AIR FORCES		C5335-PR4	AIRPLANE REQ. NO.	1000	0	1000			81	100	101	100	100	100	100	100	100	100	19									
							100	0	100			81	181	282	382	482	582	682	782	882	982	1000									
	CURTISS (B)		W535 ac-36967	7	89303-2CR	AIRPLANE REQ. NO.	1000	0	1000			74	174	274	374	474	574	674	774	900	1000										
			SUPPLEMENT #3	8			350	0	350	0	0	74	100	100	100	100	100	100	100	148	80										
	344237	CLIFTON	10-30-43		11-0							01	35	50	50	50	50	4													
										0	0																				
							1350	0	1350			74	141	335	150	150	150	150	150	150	80										
												74	215	550	700	850	1000	1150	1300	1450	1530										
		S.O. 10017-1B	W535 ac-36967		89303-2LR	AIRPLANE REQ. NO.	150	0	1500			122	136	150	150	150	150	150	150	150	150	28									
			SUPPLEMENT #3				150	1479	221			122	272	422	572	722	872	1022	1172	1322	1472	1500									
		CLIFTON	10-30-43	10	11-0	TOTAL DEL. NO.				1500	1279	1900	221																		
60	P-38J	S.O. 10109-1	ARMY AIR FORCES		C5335-P61	AIRPLANE REQ. NO.	700	537	163			163																			
	LOCKHEED	CLIFTON	SUPPLEMENT #14	18	89996-1B	AIRPLANE REQ. NO.	442	388	54			54																			
		AND	TO W535 ac-24946	19		AIRPLANE REQ. NO.	700	397	303																						
	34974	INDIANAPOLIS	LETTER CONTRACT 9-28-43		11-6	BLADE REQ. NO.	245	123	122	123	123	122																			
						TOTAL DEL. NO.				290	290	241																			
							940	520	425			943																			
		S.O. 101098	SUPPLEMENT #14	24	89303-2R	AIRPLANE REQ. NO.						246																			
			W535 ac-24946	24	89996-1B	AIRPLANE REQ. NO.	1050	804	246			1050																			
		CLIFTON	LETTER CONTRACT 9-28-43	24	11-6	AIRPLANE REQ. NO.	1050	0	1050			1050																			
						TOTAL DEL. NO.				0	0	1050																			
61	P-38J	S.O.10109-2	ARMY AIR FORCES		C5335-P61	AIRPLANE REQ. NO.	700	537	163			163																			
			SUPPLEMENT #14	21			443	388	55			56																			
	LOCKHEED	CLIFTON			89303-1B	AIRPLANE REQ. NO.	700	397	303																						
		AND	TO W535 ac-24946	22						173	278	303																			
	34974	INDIANAPOLIS	LETTER CONTRACT 9-28-43		11-6	BLADE REQ. NO.	246	98	148	123	97	148																			
						TOTAL DEL. NO.				296	375	451																			
		S.O. 101098	SUPPLEMENT TO W535 ac-24946	25	89303-1B	AIRPLANE REQ. NO.	1050	804	246			1050																			
		CLIFTON	LETTER CONTRACT 9-28-43	25	11-6	AIRPLANE REQ. NO.	1050	1050	0			1050																			
						TOTAL DEL. NO.				1050	1050	COMPLETE																			

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 31 & 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21 B — STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL, AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	GOVT. TRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A)	(B)	ESTIMATED FUTURE DELIVERIES 1943 DEC	JAN	FEB	MAR	APR	1944 MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	REMARKS BAL.	LINE BAL.
62	P-38J LOCKHEED 35374	S.O. 10117-1 CLIFTON AND INDIANAPOLIS	ARMY AIR FORCES SUPPLEMENT #15 29 W535 ac-24946 30 LETTER CONTRACT 10-21-43		0532D 88996-18 11-6	AIRPLANE REQ. NO.						149	312	320	269															
						AIRPLANE REQ. CUM	1050	0	1050			149	461	781	1050															
						SPARE REQ. NO.	368	0	368			52	109	112	95															
						INSTALL. DEL. CUM	1050	0	1050			47	397	727	1050															
						INSTALL. DEL. NO.				0	0	47	350	330	303															
						SPARE DEL. NO.	368	0	368	0	0		123	123	122																
						TOTAL DEL. NO.				0	0	47	473	473	425															
						TOTAL DEL. CUM	1418	0	1418			47	520	993	1418															
			S.O. 10117B CLIFTON	35	88996-18 11-6	SPARE BLADE REQ. NO.						224	468	480	403															
						SPARE BLADE REQ. CUM	1575	0	1575			224	692	1172	1575															
						SPARE BLADE DEL. CUM	1575	0	1575			714	1239	1575																
						SPARE BLADE DEL. NO.						714	525	336																
63	P-38J LOCKHEED 35374	S.O. 10117-2 CLIFTON AND INDIANAPOLIS	ARMY AIR FORCES LETTER CONTRACT W535 ac-24946 32 10-21-43 33		0532D 89303-18 11-6	AIRPLANE REQ. NO.						149	312	320	269															
						AIRPLANE REQ. CUM	1050	0	1050			149	461	781	1050															
						SPARE REQ. NO.	368	0	368			52	109	112	95															
						INSTALL. DEL. CUM	1050	0	1050			47	397	727	1050															
						INSTALL. DEL. NO.				0	0	47	350	330	303															
						SPARE DEL. NO.	368	0	368	0	0		123	123	122																
						TOTAL DEL. NO.				0	0	47	473	473	425															
						TOTAL DEL. CUM	1418	0	1418			47	520	993	1418															
			S.O. 10117B CLIFTON	36	89303-18 11-6	SPARE BLADE REQ. NO.						224	468	480	403															
						SPARE BLADE REQ. CUM	1575	0	1575			224	692	1172	1575															
						SPARE BLADE DEL. CUM	1575	0	1575			714	1239	1575																
						SPARE BLADE DEL. NO.						714	525	336																
64	P-38J LOCKHEED	S.O. 10134-1 CLIFTON AND INDIANAPOLIS	ARMY AIR FORCES LETTER CONTRACT W33-038 ac-1599 11-11-43		0532D 88996-18 11-6	AIRPLANE REQ. NO.										50	335	350	363	380	400	420	440	460	480	14	
						AIRPLANE REQ. CUM	3700	0	3700							50	391	741	1104	1686	1886	2306	2746	3206	3686	3700	
						SPARE REQ. NO.	1295	0	1295							20	117	122	128	133	140	147	154	161	168	5	
						INSTALL. DEL. CUM	3700	0	3700							100	600	1100	1600	2100	2600	3100	3600	3700			
						INSTALL. DEL. NO.				0	0					100	500	500	500	500	500	500	500	100			
						SPARE DEL. NO.	1295	0	1295	0	0					47	175	175	175	175	175	175	175	90			
						TOTAL DEL. NO.				0	0					140	675	675	675	675	675	675	675	130			
						TOTAL DEL. CUM	4995	0	4995							140	815	1490	2165	2840	3515	4190	4865	4995			
			S.O. 10134B		88996-18 11-6	SPARE BLADE REQ. NO.										84	503	525	547	570	600	630	660	690	720	21	
						SPARE BLADE REQ. CUM	5550	0	5550							84	587	1112	1659	2229	2829	3459	4119	4809	5529	5550	
						SPARE BLADE DEL. CUM	5550	0	5550						189	714	1239	1764	2289	2814	3339	3864	4389	4914	5439	5550	
			LETTER CONTRACT W33-038 ac-1599 11-11-43			SPARE BLADE DEL. NO.				0	0				189	525	525	525	525	525	525	525	525	525	525	111	
65	P-38J LOCKHEED	S.O. 10134-2 CLIFTON AND INDIANAPOLIS	ARMY AIR FORCES LETTER CONTRACT W33-038 ac-1599 11-11 -43		0532D 89303-18 11-6	AIRPLANE REQ. NO.										50	335	350	365	380	400	420	440	460	480	14	
						AIRPLANE REQ. CUM	3700	0	3700							50	391	741	1106	1686	1886	2306	2746	3206	3686	3700	
						SPARE REQ. NO.	1295	0	1295							20	117	122	128	133	140	147	154	161	168	5	
						INSTALL. DEL. CUM	3700	0	3700							100	600	1100	1600	2100	2600	3100	3600	3700			
						INSTALL. DEL. NO.				0	0					100	500	500	500	500	500	500	500	100			
						SPARE DEL. NO.	1295	0	1295	0	0					47	175	175	175	175	175	175	175	90			
						TOTAL DEL. NO.				0	0					140	675	675	675	675	675	675	675	130			
						TOTAL DEL. CUM	4995	0	4995							140	815	1490	2165	2840	3515	4190	4865	4995			
			S.O. 10134B		89303-18 11-6	SPARE BLADE REQ. NO.										84	503	525	547	570	600	630	660	690	720	21	
						SPARE BLADE REQ. CUM	5550	0	5550							84	587	1112	1659	2229	2829	3459	4119	4809	5529	5550	
						SPARE BLADE DEL. CUM	5550	0	5550						189	714	1239	1764	2289	2814	3339	3864	4389	4914	5439	5550	
			LETTER CONTRACT W33-038 ac-1599 11-11-43			SPARE BLADE DEL. NO.				0	0				189	525	525	525	525	525	525	525	525	525	525	111	
66	UNITED KINGDOM BRAIFORTH	S.O. 1995 CLIFTON	ARMY AIR FORCES W535 ac-33346 1 1A 1-21-43		0532D-F60 89303-18 11-6	AIRPLANE REQ. NO.																							
						AIRPLANE REQ. CUM	800	800	0																					
						SPARE REQ. NO.	280	280	0																					
						INSTALL. DEL. CUM	800	800	0																					
						INSTALL. DEL. NO.				75	75																			
						SPARE DEL. NO.	280	180	100	75	75		100																	
						TOTAL DEL. NO.				150	150		100																	
						TOTAL DEL. CUM	1080	980	100				1060																	
			S.O. 1995B			SPARE BLADE REQ. NO.																								
			W535 ac-33346 1-21-43 4			SPARE BLADE REQ. CUM	840	840	0																					
						SPARE BLADE DEL. CUM	840	840	0																					
						SPARE BLADE DEL. NO.				344	344																			

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 29, 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21 B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. · CLIFTON, N. J. · BEAVER, PA. · INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CUSTOMER ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CON. TRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) TEST	CURRENT MONTH DELIVERIES (B) A/C	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	MONTHLY BAL.	CUM BAL.
67	P-40N P-40N SPARES	S.O. 10078 CLIFTON	ARMY AIR FORCES P.O. 44-6047 7-30-43	1	C532D 89303-24N 11-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. NUM INSTALL. DEL. NO SPARE DEL. NO TOTAL DEL. NO TOTAL DEL. CUM SPARE BLADE REQ. NO SPARE BLADE REQ. CUM SPARE BLADE DEL. CUM SPARE BLADE DEL. NO	50 50 50	0 0 0	50 50 50	0 0	0 0				50 50 50 50																
68	P-40F SPARES	S.O. 10101 CLIFTON	ARMY AIR FORCES W33-038 ac-4 (10967) 10-2-43	1	C532D 89303-24 11-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO SPARE DEL. NO TOTAL DEL. NO TOTAL DEL. CUM SPARE BLADE REQ. NO SPARE BLADE REQ. CUM SPARE BLADE DEL. CUM SPARE BLADE DEL. NO	250 250 250	0 0 0	250 250 250	0 0	0 0				50 50 50 50	15 15 15 65	185 185 185 250												
69	P-40N SPARES	S.O. 10124 CLIFTON	ARMY AIR FORCES W33-038 ac-778 10-18-43	1	C532D 89303-24N 11-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO SPARE DEL. NO TOTAL DEL. NO TOTAL DEL. CUM SPARE BLADE REQ. NO SPARE BLADE REQ. CUM SPARE BLADE DEL. CUM SPARE BLADE DEL. NO	13 13 13	0 0 0	13 13 13	0 0	0 0				13 13 13 13														
70	P-40K P-40K-1 P-40N SPARES	S.O. 10125 CLIFTON	ARMY AIR FORCES W33-038 ac-789 10-16-43	1	C532D-P56 89303-24N 11-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO SPARE DEL. NO TOTAL DEL. NO TOTAL DEL. CUM SPARE BLADE REQ. NO SPARE BLADE REQ. CUM SPARE BLADE DEL. CUM SPARE BLADE DEL. NO	62 62 62	0 0 0	62 62 62	0 0	0 0				62 62 62 62														
71	P-40N-1 SPARES	S.O. 10126 CLIFTON	ARMY AIR FORCES W33-038 ac-709 10-16-43	2	C532D-P52 89303-24N 11-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM. SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO SPARE DEL. NO TOTAL DEL. NO TOTAL DEL. CUM SPARE BLADE REQ. NO SPARE BLADE REQ. CUM SPARE BLADE DEL. CUM SPARE BLADE DEL. NO	30 30 30	0 0 0	30 30 30	0 0	0 0				30 30 30 30														

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 29, 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL, AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CON. TO MEET ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) A/P	(B) A/C	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	MONTHS BAL.	UNIT BAL.
72	P-40K	S.O. 10127	ARMY AIR FORCES		C5325-FS2	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.																								
						SPARE REQ. NO.	12	0	12					12																
			W33-038 ac-773	1	89303-24M	INSTALL. DEL. NO.																								
	SPARES	CLIFTON				SPARE DEL. NO.	12	0	12	0	0			12																
			10-18-43		11-0																									
						TOTAL DEL. NO.				0	0			12																
						TOTAL DEL. CUM.	12	0	12					12																
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								
73	LIBERATOR II	S.O. 10125	ARMY AIR FORCES		C532D-F72	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.																								
						SPARE REQ. NO.	10	0	10					10																
			W33-038 ac-794	1	89303-18	INSTALL. DEL. CUM.																								
						INSTALL. DEL. NO.																								
	SPARES	CLIFTON				SPARE DEL. NO.	10	0	10	0	0			10																
			10-18-43		11-6																									
						TOTAL DEL. NO.				0	0			10																
						TOTAL DEL. CUM.	10	0	10					10																
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								
74	KITTYHAWK II	S.O. 10129	ARMY AIR FORCES		C532L-F50	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.																								
						SPARE REQ. NO.	12	0	12					12																
			W33-038 ac-794	2	89303-24M	INSTALL. DEL. CUM.																								
						INSTALL. DEL. NO.																								
	SPARES	CLIFTON				SPARE DEL. NO.	12	0	12	0	0			12																
			10-18-43		11-0																									
						TOTAL DEL. NO.				0	0			12																
						TOTAL DEL. CUM.	12	0	12					12																
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								
						AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM.																								
						SPARE REQ. NO.																								
						INSTALL. DEL. CUM.																								
						INSTALL. DEL. NO.																								
						SPARE DEL. NO.																								
						TOTAL DEL. NO.																								
						TOTAL DEL. CUM.																								
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM.																								
						SPARE BLADE DEL. CUM.																								
						SPARE BLADE DEL. NO.																								

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 29, 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL & AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CON. REACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES		ESTIMATES FUTURE DELIVERIES 1943 DEC	JAN	FEB	MAR	APR	MAY	1944 JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	1945 MAY	SCHED. BAL.	UNK BAL.
75	FW-2 GENERAL MOTORS (LINDEN) 99036	S.O.2429-2 INDIANAPOLIS	NAVY AC39197 8-13-43	1 2	109354-12 10-0	AIRPLANE REQ. MO.						300	300	300	300	114															
						AIRPLANE REQ. CUM.	1965	091	1335			251	2213	2551	2851	1966															
						SPARE REQ. MO.	1179	791	388			150	150	150	150	60															
						INSTALL. DEL. CUM.	1965	784	1205			1660	1960	1660	1960	1965															
						INSTALL. DEL. MO.				300	304	296	300	300	300	5															
						SPARE DEL. MO.	1179	961	718	190	197	175	180	190	180	3															
						TOTAL DEL. MO.				490	499	471	480	480	480	9															
						TOTAL DEL. CUM.	1144	1225	1919			1694	2176	2656	3136	3144															
		S.O. 2429-2B	AC 39197	5	109354-12	SPARE BLADE REQ. MO.						450	450	450	450	171															
						SPARE BLADE REQ. CUM.	2948	977	1971			1497	1877	2327	2777	2948															
						SPARE BLADE DEL. CUM.	2948	450	2498			1550	1953	2403	2853	2948															
		INDIANAPOLIS	8-13-43		10-0	SPARE BLADE DEL. MO.				450	450	700	803	450	450	95															
76	FW-2 GENERAL MOTORS (LINDEN) 99036	S.O.2429-3 INDIANAPOLIS	NAVY AC 39197 8-13-43	7 8	053250-A20 109354-12 10-0	AIRPLANE REQ. MO.										186	99														
						AIRPLANE REQ. CUM.	285	0	285							186	285														
						SPARE REQ. MO.	171	0	171							112	59														
						INSTALL. DEL. CUM.	285	0	285							285															
						INSTALL. DEL. MO.										285															
						SPARE DEL. MO.	171	0	171							171															
						TOTAL DEL. MO.										456															
						TOTAL DEL. CUM.	456	0	456							456															
		S.O.2429-3B	AC 39197	11	109354-12	SPARE BLADE REQ. MO.										279	148														
						SPARE BLADE REQ. CUM.	427	0	427							279	427														
						SPARE BLADE DEL. CUM.	427	0	427							355	427														
		INDIANAPOLIS	8-13-43		10-0	SPARE BLADE DEL. MO.										355	72														
77	A-25 CURTISS (ST.LOUIS) AC 38348	S.O. 1553 INDIANAPOLIS	ARMY AIR FORCES AC 21946 6-16-42	1	053250-A26 89324-12 12-0	AIRPLANE REQ. MO.						100	100	100	100	75	17														
						AIRPLANE REQ. CUM.	1112	620	492			720	820	920	1020	1095	1112																
						SPARE REQ. MO.	349	217	132			35	35	35	35	26	6																
						INSTALL. DEL. CUM.	1112	560	552																						
						INSTALL. DEL. MO.				0	0																				
						SPARE DEL. MO.	389	389	0	0	0																				
						TOTAL DEL. MO.				0	0																				
						TOTAL DEL. CUM.	1601	949	552																						
		S.O. 1553B	AC 21946	3	89324-12	SPARE BLADE REQ. MO.						150	150	150	150	115	26														
						SPARE BLADE REQ. CUM.	1671	930	741			1080	1230	1380	1530	1645	1671																
						SPARE BLADE DEL. CUM.	1671	1671	0																						
		INDIANAPOLIS	6-16-42		12-0	SPARE BLADE DEL. MO.				3	3																				
78	SNF-1 FAIRCHILD (KENTWOOD) LL 139A	S.O. 2581 INDIANAPOLIS	NAVY AC 33938 12-21-42	1 2	053250-A28 89324-12 12-0	AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.	300	19	281																								
						SPARE REQ. MO.	180	11	169																								
						INSTALL. DEL. CUM.	300	19	281																								
						INSTALL. DEL. MO.																										
						SPARE DEL. MO.	180	11	169																								
						TOTAL DEL. MO.																										
						TOTAL DEL. CUM.	480	30	450																								
		S.O.2581B	AC 33938	5	89324-12	SPARE BLADE REQ. MO.																									
						SPARE BLADE REQ. CUM.	450	0	450																								
						SPARE BLADE DEL. CUM.	450	0	450																								
		INDIANAPOLIS	12-21-42		12-0	SPARE BLADE DEL. MO.																									
						AIRPLANE REQ. MO.																										
						AIRPLANE REQ. CUM.																										
						SPARE REQ. MO.																										
						INSTALL. DEL. CUM.																										
						INSTALL. DEL. MO.																										
						SPARE DEL. MO.																										
						TOTAL DEL. MO.																										
						TOTAL DEL. CUM.																										
						SPARE BLADE REQ. MO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. MO.																										

IT IS UNDERSTOOD THAT THE NUMBER OF AIRPLANES TO BE BUILT HAS BEEN DECREASED TO 300 UNITS. BALANCE OF 240 INSTALLATION PROPELLERS BEING SECURED FROM SURPLUS SB29-1 STOCK. — 552

NOTE: BALANCE OF INSTALLATION PROPELLERS REQUIRED FOR FINAL INSTALLATION OF 300 AIRPLANE TO BE OBTAINED FROM SHOP SURPLUS AT CAD CUSTOMER. — 281

CANCELLATION OF UNSCHEDULED BALANCES ANTICIPATED. — 450

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 29, 32

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 61-B – STATUS OF ORDERS

FOR THE MONTH OF 30 Sept 42 to 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL & AIRPLANE MANUFACTURER CONTRACT NO.	CERTIFIED OWNER AND POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CON TRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) NO. (B) CUM.	ESTIMATED FUTURE DELIVERIES 1942 DEC	1943 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	1944 JAN	FEB	MAR	APR	MAY	SCHED BAL	UNS BAL
79	D-65	S.O. 1668	ARMY AIR FORCES		05330-06	AIRPLANE REQ. NO.																									
			SA-1778	1	89306-6	AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.	4	4	0																							
	SPARES	INDIANAPOLIS	5-11-42		14-6	INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
						SPARE DEL. NO.	4	3	1	0	0	1																			
						TOTAL DEL. NO.					0	0	1																		
						TOTAL DEL. CUM.	4	3	1				1																		
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
80	P3Y1-2	S.O. 2165	NAVY		05330-08	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
	SPARES	INDIANAPOLIS	NOS-9557	10	89306-24	SPARE REQ. NO.	3	3	0																						
						INSTALL. DEL. CUM.																									
			5-2-42		13-0	INSTALL. DEL. NO.																									
						SPARE DEL. NO.	3	1	2		2	0	2																		
						TOTAL DEL. NO.					2	0	2																		
						TOTAL DEL. CUM.	3	1	2				3																		
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
81	P3Y1-2	S.O. 2340	NAVY	1	05330-08	AIRPLANE REQ. NO.																									
				2	(A) 89306-24	AIRPLANE REQ. CUM.																									
	SPARES	INDIANAPOLIS	NOS-95012	1	(16)89306-6	SPARE REQ. NO.	20	20	0																						
					13-0	INSTALL. DEL. CUM.																									
					14-6	INSTALL. DEL. NO.																									
			12-2-43			SPARE DEL. NO.	20	16	4		0	0	4																		
						TOTAL DEL. NO.					0	0	4																		
						TOTAL DEL. CUM.	20	16	4				20																		
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									
						AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. NO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. NO.																									
						SPARE DEL. NO.																									
						TOTAL DEL. NO.																									
						TOTAL DEL. CUM.																									
						SPARE BLADE REQ. NO.																									
						SPARE BLADE REQ. CUM.																									
						SPARE BLADE DEL. CUM.																									
						SPARE BLADE DEL. NO.																									

FOR SUMMARY BY AIRCRAFT TYPE AND TOTAL FOR PROPELLER MODEL SEE PAGE 31

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21.8 – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL N. J. CLIFTON N. J. BEAVER PA. INDIANAPOLIS IND

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) EST.	(B) ACT.	ESTIMATED FUTURE DELIVERIES 1944 DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNS BAL
82	EXPERIMENTAL	S.O. 1631	ARMY AIR FORCES	1	C6368P 1129-24	AIRPLANE REQ MO																									
						AIRPLANE REQ CUM																									
			W535 AC-26604			SPARE REQ MO	2	0	2							2															
					19-0	INSTALL DEL CUM																									
			3-25-42			INSTALL DEL MO																									
		CLIFTON				SPARE DEL MO	2	0	2	0	0					1	1														
						TOTAL DEL MO				0	0					1	1														
						TOTAL DEL CUM	2	0	2							1	2														
83	XB-36	S.O. 1869	ARMY AIR FORCES	1	C6360P 1129-24	AIRPLANE REQ MO												6		6										
						AIRPLANE REQ CUM	12	0	12									6		12										
			W535 AC-31372			SPARE REQ MO	6	0	6												6									
					19-0	INSTALL DEL CUM	12	0	12								1	6	12											
			10-1-42			INSTALL DEL MO				0	0						1	5	6											
	CONSOLIDATED VULTEE	CLIFTON				SPARE DEL MO	6	0	6	0	0										6									
						TOTAL DEL MO				0	0						1	5	6		6									
						TOTAL DEL CUM	18	0	18								1	6	12		18									
84	XC-99	S.O. 1964-1	ARMY AIR FORCES C.O. 1 W535 AC-31372	1	C6368P 1129-24 19-0	AIRPLANE REQ MO																	6							
						AIRPLANE REQ CUM	6	0	6														6								
						SPARE REQ MO																									
						INSTALL DEL CUM	6	0	6														6								
			3-30-43			INSTALL DEL MO				0	0												6							
	CONSOLIDATED VULTEE	CLIFTON				SPARE DEL MO																								
						TOTAL DEL MO				0	0												6							
						TOTAL DEL CUM	6	0	6														6								
85	EXPERIMENTAL	S.O. 10093	ARMY AIR FORCES P.O. (535) 43-33259-E 6-26-43	1	C6366P G.F. BLADES 21-0	AIRPLANE REQ MO																									
						AIRPLANE REQ CUM																									
						SPARE REQ MO	1	0	1													1									
						INSTALL DEL CUM																									
						INSTALL DEL MO																									
						SPARE DEL MO	1	0	1	0	0											1									
						TOTAL DEL MO				0	0											1									
						TOTAL DEL CUM	1	0	1													1									
86	XP-47J REPUBLIC	S.O. 13012	ARMY AIR FORCES P.O. (535) 43-23764-P 2-26-43	1	C6428-A106 836-18 13-0	AIRPLANE REQ MO	1	1	0																					
						AIRPLANE REQ CUM	1	0	1				1																		
						SPARE REQ MO								1																	
						INSTALL DEL CUM	1	0	1					1																	
						INSTALL DEL MO				0	0			1																	
						SPARE DEL MO	1	0	1	0	0			1																	
						TOTAL DEL MO				0	0			2																	
		CLIFTON				TOTAL DEL CUM	2	0	2					2																	
87	EXPERIMENTAL	S.O. 1280	ARMY AIR FORCES W535 AC-18414 5-15-41	5	C6428-8 NONE	AIRPLANE REQ MO																									
						AIRPLANE REQ CUM																									
						SPARE REQ MO	1	0	1				1																		
						INSTALL DEL CUM																									
						INSTALL DEL MO																									
						SPARE DEL MO	1	0	1	0	0			1																	
						TOTAL DEL MO				0	0			1																	
		CLIFTON				TOTAL DEL CUM	1	0	1					1																	
88	XP-72 REPUBLIC	S.O. 13013	ARMY AIR FORCES P.O. (535) 43-25147-E 4-3-43	1	C6428-B16 836-6 14-2	AIRPLANE REQ MO								1																
						AIRPLANE REQ CUM	2	1	1					2																	
						SPARE REQ MO	1	0	1						1																
						INSTALL DEL CUM	2	0	2				1	2																	
						INSTALL DEL MO				0	0		1	1																	
						SPARE DEL MO	1	0	1	0	0				1																
						TOTAL DEL MO				0	0		1	1	1																
		CLIFTON				TOTAL DEL CUM	3	0	3				1	2	3																

NOTE: FIRST PROPELLER SHIPPED IN OCTOBER 1944 ARE-TO-BE TYPE CURTS. CIRCUIT WILL BE TAKEN UPON DELIVERY OF CURTS.

FOR SUMMARY SEE PAGE 32

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1.8 – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL, AIRPLANE MANUFACTURER, CONTRACT NO.	CUSTOMER ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY, CONTRACT NUMBER AND DATE	CON. TRACT ITEM NO.	PROPELLER MODEL, BLADE DESIGN, INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES A/C	CURRENT MONTH DELIVERIES P/C	ESTIMATED FUTURE DELIVERIES 1944 DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC.	1945 JAN	FEB	MAR	APR	MAY	MONTHS BAL.	ONE BAL.
-	XP-40K	S.O. 10066	ARMY AIR FORCES		06425-822	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.	2	2	0																						
	CURTISS				836-18	SPARE REQ. NO.	1	0	1																						
89	(BUFFALO)		P.O. (535) 44-526-E	1		INSTALL. DEL. CUM.	2	1	1			2																			
					13-2	INSTALL. DEL. NO.				2	1	1																			
	W535					SPARE DEL. NO.	1	0	1	0			1																		
	AC-15973	CLIFTON	4-5-43			TOTAL DEL. NO.				2	1	1	1																		
						TOTAL DEL. CUM	3	1	2			2	3																		
	XP-58	S.O. 1586	ARMY AIR FORCES	1	06428-817, 818, 819 820	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.	2	2	0																						
	LOCKHEED			2	827-0	SPARE REQ. NO.	2	2	0																						
			P.O. (535)		826-0	INSTALL. DEL. CUM.	2	2	0																						
90	W535		42-15966		837-0	INSTALL. DEL. NO.				0	0																				
	AC-15867				836-0	SPARE DEL. NO.	2	0	2	2	0	2																			
			4-15-42			TOTAL DEL. NO.				2	0	2																			
		CLIFTON			14-8	TOTAL DEL. CUM	4	2	2			4																			
	P-47J	S.O. 10066	ARMY AIR FORCES		C(46)6158-D	AIRPLANE REQ. NO.							2																		
						AIRPLANE REQ. CUM.	2	0	2				2																		
	REPUBLIC				726-6	SPARE REQ. NO.	1	0	1							1														
	(FARMINGDALE)		P.O. (33-038)	1	727-6	INSTALL. DEL. CUM.	2	0	2				2																		
92			44-2555-E		726-12	INSTALL. DEL. NO.				0	0		2																		
					727-12	SPARE DEL. NO.	1	0	1	0	0					1														
			9-14-43		12-0, 12-1 5/8	TOTAL DEL. NO.				0	0		2			1														
		CALDWELL			12-6, 12-7 5/8	TOTAL DEL. CUM	3	0	3				2			3														
	XPBB-1	S.O. 43500	BOEING		C(57)628-A3	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.	1	0	1				1																		
	BOEING				836-12	SPARE REQ. NO.																									
						INSTALL. DEL. CUM	1	0	1							1														
93	NOA(s) 742			1	837-12	INSTALL. DEL. NO.				0	0					1														
						SPARE DEL. NO.																									
			9-30-43		13-5 13/16	TOTAL DEL. NO.				0	0					1														
		CALDWELL			13-8 5/16	TOTAL DEL. CUM	1	0	1							1														
	EXPERIMENTAL	S.O. 1630	ARMY AIR FORCES		C(57)628-4	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																									
					836-6	SPARE REQ. NO.	2	0	2								2														
			W535		837-6	INSTALL. DEL. CUM																									
			AC-28065	1		INSTALL. DEL. NO.																									
93					13-11 13/16	SPARE DEL. NO.	2	0	2	0	0			1	1																
			5-26-42		14-2 15/16	TOTAL DEL. NO.				0	0			1	1															
		CALDWELL				TOTAL DEL. CUM	2	0	2					1	2																
		S.O.				AIRPLANE REQ. NO.																									
	XPTC-2	2623	NAVY		C(57)628-A1	AIRPLANE REQ. CUM.	2	0	2				1			1														
						SPARE REQ. NO.	1	0	1										1												
	CURTISS		NOA(s) 391		836-6	INSTALL. DEL. CUM	2	0	2				1			1														
94	(CLEMENS)			1	837-6	INSTALL. DEL. NO.				0	0		1			1														
			3-8-43		13-11 13/16	SPARE DEL. NO.	1	0	1	0	0								1											
					14-2 5/16	TOTAL DEL. NO.				0	0		1			1			1											
		CALDWELL				TOTAL DEL. CUM	3	0	3				1			1			2											
	XP-40-2	S.O. 6424	CURTISS		C(57)625-A2	AIRPLANE REQ. NO.						1	1																	
						AIRPLANE REQ. CUM.	3	1	2			2	3																	
	CURTISS		P.O. 213983		836-18	SPARE REQ. NO.	1	0	1							1													
	(BUFFALO)					INSTALL. DEL. CUM	3	0	3			1		1		1													
95					837-18	INSTALL. DEL. NO.				0	0	1		1		1													
	W535					SPARE DEL. NO.	1	0	1	0	0								1										
	AC-89195		1-28-42		12-11 13/16	TOTAL DEL. NO.				0	0	1		1		1												
		CALDWELL			13-2 5/16	TOTAL DEL. CUM	4	0	4			1		2		3			1										

NOTE: SPARE ENGINES IN ADVANCE FOR ENGINE TESTING

FOR SUMMARY SEE PAGE 32

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES A/C USE	CURRENT MONTH DELIVERIES SPARE	ESTIMATED FUTURE DELIVERIES 1944 DEC	1944 JAN	1944 FEB	1944 MAR	1944 APR	1944 MAY	1944 JUN	1944 JUL	1944 AUG	1944 SEP	1944 OCT	1944 NOV	1944 DEC	1945 JAN	1945 FEB	1945 MAR	1945 APR	1945 MAY	SCHED. BAL.	UNK BAL.
96	XA-42 DOUGLAS W535 AC-40188 CALDWELL	S.O. 10119 P.O. 44-37981-E 11-13-43	ARMY AIR FORCES	1	C(57)628P-81 836-18 837-18 13-2 5/16 13- 11/16	AIRPLANE REQ. NO. AIRPLANE REQ. CUM SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM	2 2 2 2 4	0 0 0 0 0	2 2 2 2 4	0 0 0 0	0 0 0 0	1 1	1 1	1 2	1 1	1 1	1 1	1 2	1 3	1 4											
97	XP-600 CURTISS (BUFFALO) W535 AC-28113 CALDWELL	S.O. 1954-1	ARMY AIR FORCES P.O. (535) 43-9874-E 2-19-43	1	C(46)615S-01 726-12 727-12 12-0 12-1 5/8	AIRPLANE REQ. NO. AIRPLANE REQ. CUM SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM	1 1 1 1 2	1 0 0 0 0	0 1 1 1 2	0 0 0	0 0 0	1	1 1 1	1 2																
98	EXPERIMENTAL AIRPLANES CALDWELL	S.O. 10065	ARMY AIR FORCES P.O. (535) 44-41-E 7-3-43	1	C(46)615S-02 512-15 551-15 9-10 5/8 9-9	AIRPLANE REQ. NO. AIRPLANE REQ. CUM SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM	2 1 2 1 3	0 0 0 0 0	2 1 2 1 3	0 0 0	0 0 0						2 2 2 2	1 1 2 3		1							
99	XP-56 NORTHROP W535 AC-25060 CALDWELL	S.O. 1266	ARMY AIR FORCES W535 AC-18687 5-7-41	1	C(46)615SP-02 512-18 551-18 9 5/8 9-9 1/16	AIRPLANE REQ. NO. AIRPLANE REQ. CUM SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM	0 1 2 1 3	2 1 2 0 2	0 0 0 1 1	0 0 0	0 0 0	1																
100	EXPERIMENTAL CALDWELL	S.O. 1175-3	ARMY AIR FORCES W535 AC-15614	7	C(57)615S-8 O.F. HEADS 726-0 727-0 13- 11/16 13-2 1/2	AIRPLANE REQ. NO. AIRPLANE REQ. CUM SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM	1 1	1 0	0 1	0 0	0 0	1 1																
101	XP-62 CURTISS (BUFFALO) CALDWELL	S.O. 1327	ARMY AIR FORCES P.O. (535) 41-12169 6-25-41	1	C(57)615S-81 726-0 727-0 13- 11/16 13-2 1/2	AIRPLANE REQ. NO. AIRPLANE REQ. CUM SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM	2 1 2 1 3	2 1 2 0 2	0 0 0 1 1	0 1 1	1 0 1						1 1										
102	EXPERIMENTAL CALDWELL	S.O. 10092	ARMY AIR FORCES P.O. (535) 43-33128-E 6-28-43	1	C(57)628SP-I 836-18 837-18 13-0	AIRPLANE REQ. NO. AIRPLANE REQ. CUM SPARE REQ. NO. INSTALL. DEL. CUM INSTALL. DEL. NO. SPARE DEL. NO. TOTAL DEL. NO. TOTAL DEL. CUM	1 1	0 0	1 1	0 0	0 0														1 1			

FOR SUMMARY SEE PAGE 32

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A)	(B)	ESTIMATED FUTURE DELIVERIES 1944 DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	UNS BAL.
103	EXPERIMENTAL	S.O. 1628	ARMY AIR FORCES	1	C(68)6IS OF BLADES	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																											
			W535 AC-26557			SPARE REQ. NO.	2	0	2						2																	
						INSTALL. DEL. CUM.																											
					830-0	INSTALL. DEL. NO.																											
					831-0	SPARE DEL. NO.	2	0	2	0	0										2											
			3-20-42																												
		CALDWELL			15-0	TOTAL DEL. NO.				0	0										2										
						TOTAL DEL. CUM.	2	0	2												2										
104	EXPERIMENTAL	S.O. 1175-2	ARMY AIR FORCES	6	L-1170 (40-60) CLUB* G.F. BLADES	AIRPLANE REQ. NO.																									
						AIRPLANE REQ. CUM.																											
			W535 AC-15614			SPARE REQ. NO.	1	1	0																							
						INSTALL. DEL. CUM.																											
						INSTALL. DEL. NO.																											
			12-10-40			SPARE DEL. NO.	1	0	1	0	0		1																			
		CALDWELL				TOTAL DEL. NO.				0	0		1																			
						TOTAL DEL. CUM.	1	0	1				1																			
105	EXPERIMENTAL	S.O. 2607	NAVY	1	L-2055 (50-70) CLUB* 614-6 615-6 11-6 11/16 11-8 5/8	AIRPLANE REQ. NO.																											
						AIRPLANE REQ. CUM.																											
			W2888-7537			SPARE REQ. NO.	3	2	1					1																		
						INSTALL. DEL. CUM.																											
						INSTALL. DEL. NO.																											
			10-9-42			SPARE DEL. NO.	3	1	2	2	0				2																	
		CALDWELL				TOTAL DEL. NO.				2	0				2																	
						TOTAL DEL. CUM.	3	1	2						2																	
106	EXPERIMENTAL	S.O. 1928	ARMY AIR FORCES	1	L-2055 (50-70) CLUB* 726-0 727-0 13- 11/16 13-2 5/8	AIRPLANE REQ. NO.																											
						AIRPLANE REQ. CUM.																											
			P.O. (535) 43-4824-E			SPARE REQ. NO.	2	2	0																							
						INSTALL. DEL. CUM.																											
						INSTALL. DEL. NO.																											
			8-25-42			SPARE DEL. NO.	2	2	0	1	1		COMPLETE																			
		CALDWELL				TOTAL DEL. NO.				1	1																					
						TOTAL DEL. CUM.	2	2	0																							
107	EXPERIMENTAL	S.O. 6524	WRIGHT AERONAUTICAL		L-2195 (60-80) CLUB* 836-0 837-0 14-8 5/16	AIRPLANE REQ. NO.																											
						AIRPLANE REQ. CUM.																											
			F-2421			SPARE REQ. NO.	1	0	1						1																	
						INSTALL. DEL. CUM.																											
						INSTALL. DEL. NO.																											
			7-29-42			SPARE DEL. NO.	1	0	1	0	0		1																			
		CALDWELL				TOTAL DEL. NO.				0	0		1																			
						TOTAL DEL. CUM.	1	0	1				1																			
108	EXPERIMENTAL	S.O. 10003	ARMY AIR FORCES	1	L-2195 (60-80) CLUB* 836-0 837-0 14-8 5/8	AIRPLANE REQ. NO.																											
						AIRPLANE REQ. CUM.																											
			W535 AC-35739			SPARE REQ. NO.	3	1	2						2																	
						INSTALL. DEL. CUM.																											
						INSTALL. DEL. NO.																											
			2-1-43			SPARE DEL. NO.	3	0	3	1	0		2	1																		
		CALDWELL				TOTAL DEL. NO.				1	0		2	1																		
						TOTAL DEL. CUM.	3	0	3				2	3																		
109	IP-55 CURTISS (ST. LOUIS) W535 AC-29013	S.O. 1973	ARMY AIR FORCES	1	C5J2S8P 615-24 10-0	AIRPLANE REQ. NO.																											
						AIRPLANE REQ. CUM.	3	3	0																								
						SPARE REQ. NO.	2	1	1						1																	
						INSTALL. DEL. CUM.	3	3	0																								
			P.O. (535) 43-14332-E			INSTALL. DEL. NO.				1	1																					
						SPARE DEL. NO.	2	1	1	0	0		1																			
			2-9-43																												
		CLIFTON				TOTAL DEL. NO.				1	1		1																			
						TOTAL DEL. CUM.	5	4	1				5																			

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. #1-B — STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) FAC.	(B) GOV.	ESTIMATED FUTURE DELIVERIES 1944 DEC.	JAN.	FEB.	MAR.	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED BAL.	UNK BAL.
110	IZNP-M AIRSHIP GOODYEAR (AKRON)	S.O. 2619 CLIFTON	NAVY N288s-10009 1-2-43	1	D512N (ADAPTED TO 40 SPLINE) G.P. KMCO BLADES 673-145811.5 11-6	AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. MO.	2	0	2			2																			
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.	2	0	2	0	0	2																			
						TOTAL DEL. MO.				0	0	2																			
						TOTAL DEL. CUM.	2	0	2			2																			
111	PBM-3 MARTIN	S.O. 2591 INDIANAPOLIS	NAVY W535 AC-34944 11-30-42	1	G5345-A2 1016-30 15-6	AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.	2	2	0																						
						SPARE REQ. MO.	1	0	1			1																			
						INSTALL. DEL. CUM.	2	0	2																						
						INSTALL. DEL. MO.				2	0	2																			
						SPARE DEL. MO.	1	0	1	0	0	1																			
						TOTAL DEL. MO.				2	0	3																			
						TOTAL DEL. CUM.	3	0	3			3																			
112	EXPERIMENTAL	S.O. 1398-1 CLIFTON	ARMY AIR FORCES W535 AC-22234 11-29-41	1	G5445-A2 1016-30 15-8	AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. MO.	3	1	2			2																			
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.	3	1	2	3	1	2																			
						TOTAL DEL. MO.				3	1	2	3																		
						TOTAL DEL. CUM.	3	1	2			3																			
113	EXPERIMENTAL TEST STAND	S.O. 10094 CLIFTON	ARMY AIR FORCES P.O. (535) 43-32268-8 6-29-43	1	G6435-A 514-60 (REJECTED) 10-0	AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. MO.	1	0	1																						
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.	1	0	1	0	0																				
						TOTAL DEL. MO.				0	0																				
						TOTAL DEL. CUM.	1	0	1																						
						AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. MO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.																									
						TOTAL DEL. MO.																									
						TOTAL DEL. CUM.																									
						AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.																									
						SPARE REQ. MO.																									
						INSTALL. DEL. CUM.																									
						INSTALL. DEL. MO.																									
						SPARE DEL. MO.																									
						TOTAL DEL. MO.																									
						TOTAL DEL. CUM.																									

NOTE: FIRST PROPELLER DELIVERED LESS MOTOR CONTR. CREDIT FOR DELIVERY WILL BE TAKEN UPON DELIVERY OF MOTOR CONTR.

NOTE: IT IS ANTICIPATED THAT THIS REQUIREMENT WILL BE CANCELLED.

FOR SUMMARY SEE PAGE 32

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AERONAUTICAL MONTHLY PROGRESS REPORT

CURTISS WRIGHT CORPORATION
PROPELLER DIVISION

CONFIDENTIAL

FORM A.M.P.R. #1 B — STATUS OF ORDERS

FOR THE MONTH OF 10/1/43 TO 43

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	DATE TRANS. ITEM NO.	PROPELLER MODEL BLADE ORDER INSTALLED DIAMETER	KEY	TOTAL ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVER BY 1st MO.	CURRENT MONTH DELIVER BY 2nd MO.	1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	MORE REQ.	ITEM INCL.
	P&W-1	TOTAL	NAVY		C53168 512-1C1.5-15	AIRPLANE REQ. NO.																								
						AIRPLANE REQ. CUM	300	300	0																					
						SPARE REQ. NO.	280	280	0																					
						INSTALL. DEL. CUM	300	300	0																					
						INSTALL. DEL. NO.				0	0																			
						SPARE DEL. NO.	280	120	160	95	95			60	100															
						TOTAL DEL. NO.				95	95			60	100															
						TOTAL DEL. CUM	580	420	160					480	580															
						SPARE BLADE REQ. NO.																								
						SPARE BLADE REQ. CUM	516	516	0																					
						SPARE BLADE DEL. CUM	516	321	195						516															
						SPARE BLADE DEL. NO.									195															
	XNP-M	TOTAL	NAVY		05328 714-12	AIRPLANE REQ. NO.						2	2	2															
						AIRPLANE REQ. CUM	12	6	6			8	10	12																
						SPARE REQ. NO.	7	4	3			1	1	1																
						INSTALL. DEL. CUM	12	12	0																					
						INSTALL. DEL. NO.				12	12																			
						SPARE DEL. NO.	7	0	7	7	0	7																		
						TOTAL DEL. NO.				19	12	7																		
						TOTAL DEL. CUM	19	12	7			19																		
						SPARE BLADE REQ. NO.						4	4	4																
						SPARE BLADE REQ. CUM	24	12	12			16	20	24																
						SPARE BLADE DEL. CUM	24	24	0																					
						SPARE BLADE DEL. NO.				0	0			COMPLETE																
	P47	TOTAL	ARMY AIR FORCES		05428 714-12, 836-0 AND O.F. BLADES	AIRPLANE REQ. NO.						600	600	600	600	600	615	450	450	450	250	250	250	211							
						AIRPLANE REQ. CUM	8222	2716	5506			1346	1946	2546	3146	3746	4361	4811	5261	5711	5961	6211	6461	6672							140
						SPARE REQ. NO.	2866	1392	1474			173	119	123	123	122	75	87	88	87	88	87	88	74							1380
						INSTALL. DEL. CUM	8272	2160	6112			2737	3411	3750	4042	4292	4892														3324
						INSTALL. DEL. NO.				18	134	277	674	339	292	250	600				NOTE: THIS ITEM INCLUDES REPLACEMENT										
						SPARE DEL. NO.	2866	832	2034	177	105	210	68	431	118	83					PROPELLERS WITH SPARE PROPELLERS										4704
						TOTAL DEL. NO.				195	239	787	742	570	410	333	600														11138
						TOTAL DEL. CUM	11138	2992	8126			3775	4521	5091	5501	5834	6434														
						SPARE BLADE REQ. NO.										741	559														2672
						SPARE BLADE REQ. CUM	13236	4264	8972							5905	5564														13236
						SPARE BLADE DEL. CUM	13236	4264	8972																						13236
						SPARE BLADE DEL. NO.																									8972
	SB2C	TOTAL	NAVY		05428 (C53457) OF 0-2921200	AIRPLANE REQ. NO.						13	119	260	335	367	350	380	390	390	390	390	310	80	43						
						AIRPLANE REQ. CUM	3821	4	3817			17	136	396	731	1098	1448	1828	2218	2608	2998	3388	3698	3778	3821						
						SPARE REQ. NO.	997	0	997				42	126	201	149	68	48	48	48	48	48	48	48	26						
						INSTALL. DEL. CUM	3821	4	3817			19	100	492	902	1319	1749	2459	3821												
						INSTALL. DEL. NO.						15	83	380	420	417	400	740	1362		NOTE: IN ADDITION TO THOSE PROPELLERS										
						SPARE DEL. NO.	997	0	997						199	189	15	565	29		281 INSTALLATION AND 169 SPARE PROPEL-										
						TOTAL DEL. NO.						15	83	380	619	606	415	1305	1391		LERS AND 450 SPARE BLADES ARE CARRIED										
						TOTAL DEL. CUM	4818	4	4814			19	102	482	1101	1707	2122	3427	4818		UNDER CONTRACT NO. C53250 PENDING										
						SPARE BLADE REQ. NO.						34	309	676	871	954	910	886	208	208	208	208	208	208	112						
						SPARE BLADE REQ. CUM	6000	0	6000			34	343	1019	1890	2844	3754	4640	4848	5056	5264	5472	5680	5888	6000						
						SPARE BLADE DEL. CUM	6000	0	6000					500	1500	2500	3500	4500	4848	5056	5264	5472	5680	5888	6000						
						SPARE BLADE DEL. NO.								500	1000	1000	1000	348	208	208	208	208	208	112						
	P61	TOTAL	ARMY AIR FORCES		05428 714-12	AIRPLANE REQ. NO.						36	50	70	90	100	100	100	100	100	100	100	100	100	100	30					
						AIRPLANE REQ. CUM	1532	58	1474			54	104	174	264	364	464	564	664	764	864	964	1064	1164	1264	1364	1464	1564	1594		
						SPARE REQ. NO.	537	40	497			13	18	22	31	35	35	35	35	35	35	35	35	35	35	35	35	35	11		
						INSTALL. DEL. CUM	1532	285	1247						264	364	464	564	664	764	864	964	1064	1164	1264	1364	1464	1564	1594		
						INSTALL. DEL. NO.				254	117				21	100	100	100	100	100	100	100	100	100	100	100	30			
						SPARE DEL. NO.	537	120	417	100	100					11	35	35	35	35	35	35	35	35	35	35	35	11			
						TOTAL DEL. NO.				354	217				21	111	135	135	135	135	135	135	135	135	135	135	41			
						TOTAL DEL. CUM	2069	405	1664						434	545	680	815	950	1085	1220	1355	1490	1625	1760	1895	2030	2071			
						SPARE BLADE REQ. NO.						36	130	182	232	260	260	260	260	260	260	260	260	260	260	260	72			
						SPARE BLADE REQ. CUM	3968	131	3837			445	575	757	791	1051	1311	1571	1831	2091	2351	2611	2871	3131	3391	3651	3911	3983		
						SPARE BLADE DEL. CUM	3968	378	3610						557	791	1051	1311	1571	1831	2091	2351	2611	2871	3131	3391	3651	3911	3983		
						SPARE BLADE DEL. NO.				4	247				174	234	260	260	260	260	260	260	260	260	260	260	72			

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AERONAUTICAL MONTHLY PROGRESS REPORT

CONFIDENTIAL

FORM A.M.P.R. 21-B - STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19[illegible]

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES CAL. DEC.	CURRENT MONTH DELIVERIES A/C DEC.	ESTIMATED FUTURE DELIVERIES 1941 DEC	1942 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1943 JAN	FEB	MAR	APR	MAY	ADVANCE REQ.	UNB. BAL.
	SC-1	TOTAL	NAVY		C5425 528-12	AIRPLANE REQ. NO.							1	2	2	1	2	7	44	52	75	75	75	75	75	34						
						AIRPLANE REQ. CUM.	500	0	500				1	3	5	6	8	15	59	91	166	241	316	391	466	500							
						SPARE REQ. NO.	250	0	250				1	1	1	1	1	4	12	26	38	37	37	37	37	17							
						INSTALL. DEL. CUM.	500	0	500				1	3	6	8	32	87	162	237	312	387	462	500									
						INSTALL. DEL. NO.							1	2	3	2	24	55	75	75	75	75	75	38									
						SPARE DEL. NO.	250	0	250				1	1	1	2	12	45	37	37	37	37	37	43									
						TOTAL DEL. NO.							2	3	4	4	36	80	112	112	112	112	112	61									
						TOTAL DEL. CUM.	750	0	750				2	5	9	13	49	129	241	353	465	577	689	750									
						SPARE BLADE REQ. NO.							2	3	3	2	3	11	38	83	120	120	120	120	120	55							
						SPARE BLADE REQ. CUM.	800	0	800				2	5	8	10	13	24	62	145	265	385	505	625	745	800							
						SPARE BLADE DEL. CUM.	800	0	800					2	5	8	16	54	137	257	377	497	617	737	800									
						SPARE [illegible] DEL. NO.								2	3	11	38	83	120	120	120	120	120	63									
	B-26	TOTAL	ARMY AIR FORCES		C5435 C3821306 #14-18 G.P. BLADES	AIRPLANE REQ. NO.										400	370	290	210	190	180	160	130	100	40								1230
						AIRPLANE REQ. CUM.	7200	3900	3300							4300	4670	4960	5170	5360	5540	5700	5830	5930	5970								7200	
						SPARE REQ. NO.	1680	600	1080							111	114	32	73	67	80	56	46	35	13								453	
						INSTALL. DEL. CUM.	7200	4592	2608							4728	4926	5226	5450	5721	5970												7200	
						INSTALL. DEL. NO.				280	252					166	168	300	224	271	249												1230	
						SPARE DEL. NO.	1680	854	826	166	166						52		76	29	151	65											453	
						TOTAL DEL. NO.				446	418					166	220	300	300	300	400	65											1683	
						TOTAL DEL. CUM.	8880	5446	3434							5612	5832	6132	6432	6732	7132	7197											8880	
						SPARE BLADE REQ. NO.										412	456	647	294	266	561	224	182	140	57								4265	
						SPARE BLADE REQ. CUM.	16320	8786	7534							9228	9684	10331	10625	10891	11452	11676	11858	11998	12055								16320	
						SPARE BLADE DEL. CUM.	16320	9745	7275							10479	11579				12055												16320	
						SPARE BLADE DEL. NO.				1443	964					1234	1300				476												4265	
	C-46 & R5C	TOTAL	ARMY AIR FORCES		C5435 #14-18	AIRPLANE REQ. NO.										140	160	180	200	222	242	264	286	316	330	344	360	380	400	400	400	400	400	3542	
						AIRPLANE REQ. CUM.	7552	586	6966							726	886	1066	1266	1488	1730	1994	2280	2596	2926	3270	3630	4010	4410	4810	5210	5610	6010	7552	
						SPARE REQ. NO.	2643	206	4437							49	56	63	70	78	85	93	99	109	116	120	126	133	140	140	140	140	140	540	
						INSTALL. DEL. CUM.	7554	1754	5798													2087	2366	2642	2926	3270	3630	4010	4410	4810	5210	5610	6010	7552	
						INSTALL. DEL. NO.				290	318											333	259	276	304	344	360	380	400	400	400	400	400	1542	
						SPARE DEL. NO.	2643	585	2058	64	64											52	184	96	107	120	126	133	140	140	140	140	140	540	
						TOTAL DEL. NO.																2744	3147	3539	3950	4414	4900	5413	5953	6493	7033	7573	8213	10195	
						TOTAL DEL. CUM.	10195	2339	7856	354	382											385	443	372	411	464	486	513	540	540	540	540	540	2082	
						SPARE BLADE REQ. NO.										196	224	252	280	311	339	369	400	442	463	484	504	532	560	560	560	560	560	2159	
						SPARE BLADE REQ. CUM.	10573	820	9753							1016	1240	1492	1772	2083	2422	2791	3191	3633	4096	4578	5082	5614	6174	6734	7294	7854	8414	10573	
						SPARE BLADE DEL. CUM.	10573	976	9597								1098	1316	1562	1824	2134	2458	2808	3194	3620	4102	4606	5138	5698	6458	6818	7378	7938	10097	10573
						SPARE BLADE DEL. NO.				205	0						122	718	246	27	300	324	350	386	426	482	504	532	560	560	560	560	560	2159	476
	TBM-3D	TOTAL	NAVY		C5438 #14-D	AIRPLANE REQ. NO.										70	80	80	14														860
						AIRPLANE REQ. CUM.	1180	96	1104							146	226	306	320															1180
						SPARE REQ. NO.	472	30	442							28	32	32	6															344
						INSTALL. DEL. CUM.	1180	144	1036							240	320																	1180
						INSTALL. DEL. NO.				0	0					96	80																	860
						SPARE DEL. NO.	472	90	382	0	0					38																			344
						TOTAL DEL. NO.				0	0					134	80																	1204
						TOTAL DEL. CUM.	1652	234	1418							368	448																	1652
						SPARE BLADE REQ. NO.										98	112	112	20															1404
						SPARE BLADE REQ. CUM.	1652	106	1546							294	336	448	468															1652
						SPARE BLADE DEL. CUM.	1652	334	1318									448	468															1652
						SPARE BLADE DEL. NO.				2	134							134																1204
	TBM-3	TOTAL	NAVY		C4345	AIRPLANE REQ. NO.										80	80	80	80	80													
						AIRPLANE REQ. CUM.	400	0	400							80	160	240	320	400														
						SPARE REQ. NO.	160	0	160							32	32	32	32	32														
						INSTALL. DEL. CUM.	400	0	400							80	160	240	320	400														
						INSTALL. DEL. NO.				0	0					80	80	80	80	80														
						SPARE DEL. NO.	160	0	160	0	0					32	32	32	32	32														
						TOTAL DEL. NO.				0	0					112	112	112	112	112														
						TOTAL DEL. CUM.	560	0	560							112	224	336	448	560														
						SPARE BLADE REQ. NO.										84	56	84	84	84														
						SPARE BLADE REQ. CUM.	420	0	420							84	168	252	336	420														
						SPARE BLADE DEL. CUM.	420	0	420							84	168	252	336	420														
						SPARE BLADE DEL. NO.				0	0					84	84	84	84	84														

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 2E8 – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 19 43

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL / AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CON. TRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) ARMY	(B) NAVY	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	1945 MAY	SCHED BAL	UNS BAL
	B-29 B-32	TOTAL	ARMY AIR FORCES		06445 1016-18	AIRPLANE REQ. NO.								4	8	20	32	44	56	72	88	104	120	140	160	180	180	40		
						AIRPLANE REQ. CUM.	1252	4	1248					4	8	16	36	68	112	168	240	328	432	552	692	852	1032	1212	1252		
						SPARE REQ. NO.	438	0	438			2		1	3	7	11	15	20	25	31	36	42	49	56	63	63	14		
						INSTALL. DEL. CUM	1252	4	1248			42	134	264	429	633	853	1017	1179	1252										
						INSTALL. DEL. NO.						38	92	130	165	204	220	164	162	73										
						SPARE DEL. NO.	438	1	437	1	0	13	33	45	60	71	80	80	59	16										
						TOTAL DEL. NO.				1	0	51	125	175	225	275	300	224	221	89										
						TOTAL DEL. CUM.	1690	5	1685			56	181	356	581	856	1156	1380	1601	1690										
						SPARE BLADE REQ. NO.									5	10	24	38	53	67	86	106	125	144	168	192	216	216	53		
						SPARE BLADE REQ. CUM.	1903	0	1903						5	15	39	77	130	197	283	389	514	658	826	1018	1234	1450	1503		
						SPARE BLADE DEL. CUM.	1903	0	1903						5	15	39	77	130	197	283	389	514	658	826	1018	1234	1450	1503		
						SPARE BLADE DEL. NO.									5	10	24	38	53	67	86	106	125	144	168	192	216	216	53		
	F-40	TOTAL	ARMY AIR FORCES		05320 89303-24W	AIRPLANE REQ. NO.								200	100	100	100	100	100	100	100	100	100	100	19						
						AIRPLANE REQ. CUM.	5000	3781	1219					3981	4081	4181	4281	4381	4481	4581	4681	4781	4881	4981	5000						
						SPARE REQ. NO.	1850	1423	427					70	36	35	35	35	35	35	35	35	35	35	6						
						INSTALL. DEL. CUM	5000	3499	1501					3829	4074	4174	4274	4374	4474	4574	4674	4774	4900	5000							
						INSTALL. DEL. NO.				380	406			330	245	100	100	100	100	100	100	100	146	80							
						SPARE DEL. NO.	1850	1141	709	285	285			200	159	61	35	50	50	50	50	50	4								
						TOTAL DEL. NO.				665	691			530	404	161	135	150	150	150	150	150	150	80							
						TOTAL DEL. CUM.	6850	4640	2210					5170	5574	5735	5870	6020	6170	6320	6470	6620	6770	6850							
						SPARE BLADE REQ. NO.									122	150	150	150	150	150	150	150	150	150	28						
						SPARE BLADE REQ. CUM.	1500	0	1500						122	272	422	572	722	872	1022	1172	1322	1472	1500						
						SPARE BLADE DEL. CUM.	1500	1279	221																						
						SPARE BLADE DEL. NO.				1500	1279			1500 221																	
	F-38	TOTAL	ARMY AIR FORCES		05320 88996-18 89303-18	AIRPLANE REQ. NO.								624	624	640	690	690	700	730	760	800	840	880	920	960	28				
						AIRPLANE REQ. CUM.	10900	1074	9826					1698	2322	2962	3612	4282	4982	5712	6472	7272	8112	8992	9912	10872	10900				
						SPARE REQ. NO.	3816	376	3440					214	218	224	230	234	244	256	266	280	296	308	322	336	10				
						INSTALL. DEL. CUM	10900	794	10106					1494	2194	2894	3700	4700	5700	6700	7700	8700	9700	10700	10900						
						INSTALL. DEL. NO.				439	439			700	700	700	806	1000	1000	1000	1000	1000	1000	1000	200						
						SPARE DEL. NO.	3816	220	3596	246	220			270	246	246	324	350	350	350	350	350	350	350	60						
						TOTAL DEL. NO.				685	659			970	946	946	1130	1350	1350	1350	1350	1350	1350	1350	260						
						TOTAL DEL. CUM.	14716	1014	13702					1984	2930	3876	5006	6356	7706	9056	10406	11756	13106	14456	14716						
						SPARE BLADE REQ. NO.								936	936	960	974	1004	1050	1094	1140	1200	1260	1320	1380	1440	42				
						SPARE BLADE REQ. CUM.	16350	1612	14738					2548	3484	4444	5418	6424	7474	8568	9708	10908	12168	13488	14868	16308	16350				
						SPARE BLADE DEL. CUM.	16350	1050	15300					3528	4578	5628	6678	7728	8778	9828	10878	11928	12978	14028	15078	16128	16350				
						SPARE BLADE DEL. NO.				1050	1050			2478	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	222				
	F8-2	TOTAL	NAVY		05395D 109354-12	AIRPLANE REQ. NO.								300	300	300	300	300	98												
						AIRPLANE REQ. CUM.	2250	651	1599					951	1251	1551	1851	2151	2250												
						SPARE REQ. NO.	1350	391	959					180	180	180	180	180	98												
						INSTALL. DEL. CUM	2250	764	1486					1060	1360	1660	1960	2258													
						INSTALL. DEL. NO.				300	304			296	300	300	300	298													
						SPARE DEL. NO.	1350	461	889	180	185			175	180	180	180	174													
						TOTAL DEL. NO.				480	489			471	480	480	480	464													
						TOTAL DEL. CUM.	3600	1225	2375					1696	2176	2656	3136	3600													
						SPARE BLADE REQ. NO.								450	450	450	450	450	148												
						SPARE BLADE REQ. CUM.	3375	977	2398					1427	1877	2327	2777	3227	3375												
						SPARE BLADE DEL. CUM.	3375	450	2925					1150	1953	2403	2853	3303	3375												
						SPARE BLADE DEL. NO.				450	450			700	803	450	450	450	72												
						AIRPLANE REQ. NO.																										
						AIRPLANE REQ. CUM.																										
						SPARE REQ. NO.																										
						INSTALL. DEL. CUM																										
						INSTALL. DEL. NO.																										
						SPARE DEL. NO.																										
						TOTAL DEL. NO.																										
						TOTAL DEL. CUM.																										
						SPARE BLADE REQ. NO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. NO.																										

NOTE: THIS TOTAL DOES NOT INCLUDE MISCELLANEOUS SPARE PROPELLERS WHICH DO NOT APPLY TO INSTALLATION PROPELLERS UNDER CURRENT PROCUREMENT

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AERONAUTICAL MONTHLY PROGRESS REPORT

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CONFIDENTIAL

FORM A.M.P.R. 41-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER '43

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) INT.	(B) OUT	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	SCHED. BAL.	LINE BAL.
					053158	AIRPLANE REQ. MO.																									
						AIRPLANE REQ. CUM.	300	300	0																						
						SPARE REQ. MO.	250	250	0																						
						INSTALL. DEL. CUM.	300	300	0																						
					TOTAL	INSTALL. DEL. MO.				0	0																				
						SPARE DEL. MO.	250	120	160	95	95				50	100															
						TOTAL DEL. MO.				25	95				50	100															
						TOTAL DEL. CUM.	580	420	160						180	580															
						SPARE BLADE REQ. MO.																									
						SPARE BLADE REQ. CUM.	516	516	0																						
						SPARE BLADE DEL. CUM.	516	321	195							516															
						SPARE BLADE DEL. MO.										195															
					053255	AIRPLANE REQ. MO.						3	2	3	1																
						AIRPLANE REQ. CUM.	15	6	9			3	5	8	9																
						SPARE REQ. MO.	51	41	10			4	1	2		2															
						INSTALL. DEL. CUM.	15	12	3				3		5																
					TOTAL	INSTALL. DEL. MO.				12	12		1		2																
						SPARE DEL. MO.	51	22	29	33	22	25		1	1	2															
						TOTAL DEL. MO.				45	34	25	1	1	3	2															
						TOTAL DEL. CUM.	66	34	32			59	60	61	64	66															
						SPARE BLADE REQ. MO.						6	4	4																	
						SPARE BLADE REQ. CUM.	24	12	12			16	20	24																	
						SPARE BLADE DEL. CUM.	24	24	0																						
						SPARE BLADE DEL. MO.				0	0																				
					C5125A	AIRPLANE REQ. MO.						642	749	736	1150	1067	1269	730	740	756	760	740	660	193	143	100	100	30		
						AIRPLANE REQ. CUM.	13628	2508	11619			3628	4377	5113	6263	7330	8599	9329	10069	10825	11585	12245	12905	13098	13241	13341	13441	13471			
						SPARE REQ. MO.	4111	1114	2997			195	179	163	155	306	159	179	171	170	174	170	171	157	60	35	35	11			1107
						INSTALL. DEL. CUM.	13628	2448	11180			3440	3797	4516	5269	6018	7119	7956	8618	9518	9618	9718	9818	9918	10018	10118	10218	10318			13628
					TOTAL	INSTALL. DEL. MO.				178	255	592	757	719	733	767	1101	840	1662	100	100	100	100	100	100	100	100	30			3180
						SPARE DEL. MO.	4111	952	3159	279	295	221	88	231	317	281	90	600	96	35	35	35	35	35	35	35	35	11			1321
						TOTAL DEL. MO.				457	460	813	845	950	1050	1069	1350	1440	1526	135	135	135	135	135	135	135	135	41			4704
						TOTAL DEL. CUM.	18039	3410	14629			4241	5098	5998	7048	8098	9424	10668	12214	13740	12630	12765	12900	13035	13170	13305	13440	13575	13334			39039
						SPARE BLADE REQ. MO.						128	439	858	1105	1393	1739	1116	668	668	668	668	668	668	372	260	260	77			7672
						SPARE BLADE REQ. CUM.	23224	4415	18809			1263	1702	2560	3665	5058	6797	7913	8581	9249	9917	10585	11253	11921	12293	12553	12813	13073	12955			39017
						SPARE BLADE DEL. CUM.	23224	4642	18582			1263	1702	2560	3665	5058	6797	7913	8581	9249	9917	10585	11253	11921	12293	12553	12813	13073	12955			39017
						SPARE BLADE DEL. MO.				4	227	127	1234	1258	1258	1258	609	668	668	668	668	668	372	260	260	77			8979
					C5125B	AIRPLANE REQ. MO.						2	1	2	2	1	2	7	24	52	75	75	75	75	75	34					
						AIRPLANE REQ. CUM.	503	1	502			3	4	6	8	9	11	18	42	94	169	244	319	394	469	503					
						SPARE REQ. MO.	253	0	253			2	2	1	1	1	1	4	12	24	38	37	37	37	37	17					
						INSTALL. DEL. CUM.	503	0	503			2	4	6	9	11	35	90	165	240	315	390	465	503							
					TOTAL	INSTALL. DEL. MO.				0	0	2	2	2	3	2	24	55	75	75	75	75	38							
						SPARE DEL. MO.	753	0	253	0	0		1	1	1	2	12	25	37	37	37	37	37	23							
						TOTAL DEL. MO.				0	0	2	6	3	4	4	36	80	112	112	112	112	112	61							
						TOTAL DEL. CUM.	756	0	756			2	8	11	15	19	55	135	247	359	471	583	695	756							
						SPARE BLADE REQ. MO.							2	3	3	2	3	11	38	83	120	120	120	120	120	55					
						SPARE BLADE REQ. CUM.	500	0	500				2	5	8	10	13	24	62	145	265	385	505	625	745	800					
						SPARE BLADE DEL. CUM.	500	0	500					2	5	16	54	137	257	377	497	617	737	800							
						SPARE BLADE DEL. MO.								2	3	11	38	83	120	120	120	120	120	63							
					C5135	AIRPLANE REQ. MO.						616	630	550	126	112	422	120	116	116	370	344	360	380	400	400	400	400	400	1542	2090
						AIRPLANE REQ. CUM.	15932	4662	11270			5748	6378	6928	7054	7166	7588	7708	7824	7940	8310	8654	9014	9394	9794	10194	10594	10994	11394	11794	13336	15932
						SPARE REQ. MO.	4797	238	3959			188	202	127	116	128	159	147	152	146	129	126	126	133	140	140	140	140	140	140	546	797
						INSTALL. DEL. CUM.	15932	4690	11242			6758	7000	7300	7521	7795	8041	8377	8636	8917	9216	9566	9920	10300	10700	11100	11500	11900	12300	12840	13932
						INSTALL. DEL. MO.				570	570	242	218	300	221	271	249	333	259	276	304	344	360	380	400	400	400	400	400	1542	2090
					TOTAL	SPARE DEL. MO.	4797	1511	3266	232	232	16	52		76	29	151	117	186	96	107	120	126	133	140	140	140	140	140	140	546	797
						TOTAL DEL. MO.				802	802	300	300	300	300	300	400	450	443	379	411	464	486	513	540	540	540	540	540	2082	2887
						TOTAL DEL. CUM.	20729	9021	12708			8321	8621	8921	9221	9521	9921	10371	10814	11193	11593	12057	12543	13083	13623	14163	14703	15243	15783	17865	20752
						SPARE BLADE REQ. MO.						736	772	1011	594	577	900	593	590	592	520	482	506	532	560	560	560	560	560	2159	5469
						SPARE BLADE REQ. CUM.	28545	9712	18833			1044	1816	2827	3421	3998	4898	5491	6081	6673	7193	7675	8181	8713	9273	9833	10393	10953	11513	13672	19141
						SPARE BLADE DEL. CUM.	28545	10310	18235			1044	1816	2827	3421	3998	4898	5491	6081	6673	7193	7675	8181	8713	9273	9833	10393	10953	11513	13672	19141
						SPARE BLADE DEL. MO.				1340	1340	1234	1422	352	216	272	776	321	350	186	126	482	506	532	560	560	560	560	560	2159	5469

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-6 – STATUS OF ORDERS

FOR THE MONTH OF OCTOBER 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CON. TRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH'S DELIVERIES (AC) (AF)	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	ACHD. BAL.	UNK BAL.
						AIRPLANE REQ. MO.								80	80	80	80	80												
						AIRPLANE REQ. CUM.	400	0	400					80	160	240	320	400												
						SPARE REQ. MO.	162	0	162				1	32	32	32	32	32		1										
					06348	INSTALL. DEL. CUM.	400	0	400					80	160	240	320	400												
						INSTALL. DEL. MO.								80	80	80	80	80												
						SPARE DEL. MO.	162	0	162	0 0			1	32	32	32	32	32		1										
					TOTAL	TOTAL DEL. MO.				0 0			1	112	112	112	112	112		1										
						TOTAL DEL. CUM.	562	0	562				1	113	225	337	449	561		562										
						SPARE BLADE REQ. MO.								84	84	84	84	84												
						SPARE BLADE REQ. CUM.	420	0	420					84	168	252	336	420												
						SPARE BLADE DEL. CUM.	420	0	420					84	168	252	336	420												
						SPARE BLADE DEL. MO.				0 0				84	84	84	84	84												
						AIRPLANE REQ. MO.						4		6	8	20	32	44	58	72	88	104	120	140	160	180	180	40		
						AIRPLANE REQ. CUM.	1264	8	1256			12		18	26	46	78	122	180	252	340	444	564	704	864	1044	1224	1264		
						SPARE REQ. MO.	447	2	445			4		3	3	11	15	20		25	34	36	42	49	56	63	63	14		
					06448	INSTALL. DEL. CUM.	1254	4	1250			42	138	272	437	641	861	1085	1189	1264										
						INSTALL. DEL. MO.				4 0		38	96	134	165	204	220	164	104	75										
						SPARE DEL. MO.	447	1	446	5 0		15	35	45	62	71	80	60	59	15	3									
					TOTAL	TOTAL DEL. MO.				9 0		53	131	179	227	275	300	224	223	91	3									
						TOTAL DEL. CUM.	1711	5	1706			58	189	368	595	870	1170	1394	1617	1708	1711									
						SPARE BLADE REQ. MO.								5	10	24	38	53	67	86	106	125	144	166	192	216	216	53		
						SPARE BLADE REQ. CUM.	1503	0	1503					5	15	39	77	130	197	283	389	514	658	826	1018	1234	1450	1503		
						SPARE BLADE DEL. CUM.	1503	0	1503					5	15	39	77	130	197	283	389	514	658	826	1018	1234	1450	1503		
						SPARE BLADE DEL. MO.								5	10	24	38	53	67	86	106	125	144	166	192	216	216	53		
						AIRPLANE REQ. MO.						674	724	790	750	770	800	830	860	900	940	980	939	360	28					
						AIRPLANE REQ. CUM.	16700	5695	11045			5479	7204	7943	8693	9463	10263	11093	11953	12853	13793	14773	15712	16072	16700					
						SPARE REQ. MO.	6385	2079	4306			288	304	411	500	269	279	291	301	315	329	343	328	336	10					
						INSTALL. DEL. CUM.	16700	5083	11607			4321	7068	7958	8774	9674	10974	12074	13174	14274	15274	16274	16700							
					05320	INSTALL. DEL. MO.				696	900	1030	984	890	906	1100	1100	1100	1100	1100	1146	1080	260							
						SPARE DEL. MO.	6385	1541	4844	572	560	477	515	541	594	490	409	400	490	400	354	350	50							
					TOTAL	TOTAL DEL. MO.				1500	1500	1507	1499	1431	1500	1500	1500	1500	1500	1500	1500	1430	260							
						TOTAL DEL. CUM.	23085	6624	16461			9134	10634	12065	13564	15064	16564	18064	19564	21064	22564	24064	25494	25754	25754					
						SPARE BLADE REQ. MO.						936	1058	1110	1124	1156	1200	1244	1290	1352	1412	1470	1408	1440	92					
						SPARE BLADE REQ. CUM.	18590	2452	16238			1368	2426	3536	4660	5816	7016	8260	9550	10902	12314	13784	15192	16632	16724					
						SPARE BLADE DEL. CUM.	18590	3169	15421			5658	6918	7968	9018	10068	11118	12168	13218	14268	15318	16368	17418	18468	18560					
						SPARE BLADE DEL. MO.						2999	1060	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	1050	222					
						AIRPLANE REQ. MO.						400	400	400	400	375	116														281	
						AIRPLANE REQ. CUM.	3662	1290	2372			1690	2090	2490	2890	3265	3381														3662	
						SPARE REQ. MO.	1319	619	1306			335	215	115	215	256	65														159	
						INSTALL. DEL. CUM.	3662	1743	2319			1678	1938	2238	2538	2805															3662	
					05345	INSTALL. DEL. MO.				300	304	297	300	300	300	296															833	
						SPARE DEL. MO.	1313	861	1068	180	185	175	180	180	180	174															169	
					TOTAL	TOTAL DEL. MO.				480	489	471	480	480	480	464															1002	
						TOTAL DEL. CUM.	5581	2604	3317			2675	3155	3635	4115	4579															5581	
						SPARE BLADE REQ. MO.						600	600	600	600	565	174														450	
						SPARE BLADE REQ. CUM.	5496	1907	3589			1507	3107	3707	4307	4872	5046														5496	
						SPARE BLADE DEL. CUM.	5496	2121	3375			2821	3624	4074	4524	4974	5046														5496	
						SPARE BLADE DEL. MO.				453	451	700	803	450	450	450	72														450	
						AIRPLANE REQ. MO.																										
						AIRPLANE REQ. CUM.																										
						SPARE REQ. MO.	27	27	0																							
					05330	INSTALL. DEL. CUM.																										
						INSTALL. DEL. MO.																										
						SPARE DEL. MO.	27	20	7	2	0	7																				
					TOTAL	TOTAL DEL. MO.				2	0	7																				
						TOTAL DEL. CUM.	27	20	7			27																				
						SPARE BLADE REQ. MO.																										
						SPARE BLADE REQ. CUM.																										
						SPARE BLADE DEL. CUM.																										
						SPARE BLADE DEL. MO.																										

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AERONAUTICAL MONTHLY PROGRESS REPORT

FORM A.M.P.R. 21-B – STATUS OF ORDERS

FOR THE MONTH OF NOVEMBER 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

ITEM NO.	AIRCRAFT MODEL AIRFRAME MANUFACTURER CONTRACT NO.	CURTISS ORDER NO. POINT OF SHIPMENT	PROCURING AGENCY CONTRACT NUMBER AND DATE	CONTRACT ITEM NO.	PROPELLER MODEL BLADE DESIGN INSTALLED DIAMETER	KEY	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A) EST.	(B) ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	1945 DEC	JAN	FEB	MAR	APR	MAY	SCHED BAL.	UNS. BAL.
						AIRPLANE REQ. MO.												6		6		6										
						AIRPLANE REQ. CUM	18	0	18									6		12		18										
						SPARE REQ. MO.	9	0	9							2					7										
					2636F	INSTALL. DEL. CUM	18	0	18								1	6	12			18									
						INSTALL. DEL. MO.				0	0						1	5	6			6									
					TOTAL	SPARE DEL. MO.	9	0	9	0	0					1	1				7										
						TOTAL DEL. MO.				0	0					1	2	5	6		7	6									
						TOTAL DEL. CUM	27	0	27							1	3	8	14		21	27									
						SPARE BLADE REQ. MO.																										
						SPARE BLADE REQ. CUM																										
						SPARE BLADE DEL. CUM																										
						SPARE BLADE DEL. MO.																										
						AIRPLANE REQ. MO.											1															
						AIRPLANE REQ. CUM	7	6	1								1	7														
						SPARE REQ. MO.	6	2	4							2		1	1													
					C6428	INSTALL. DEL. CUM	7	3	4							2		5	7													
						INSTALL. DEL. MO.				3	1					2		2														
					TOTAL	SPARE DEL. MO.	6	0	6	2	0					2		3	1													
						TOTAL DEL. MO.				5	1					4		5	1													
						TOTAL DEL. CUM	13	3	10							7		12	13													
						SPARE BLADE REQ. MO.																										
						SPARE BLADE REQ. CUM																										
						SPARE BLADE DEL. CUM																										
						SPARE BLADE DEL. MO.																										
						AIRPLANE REQ. MO.										2	5	1	2	1												
						AIRPLANE REQ. CUM.	17	6	11							8	13	14	16	17												
						SPARE REQ. MO.	26	9	16							4		1	5	5	2	1										
					DUAL ROTATION	INSTALL. DEL. CUM	17	4	13							5	10	14	16	17												
						INSTALL. DEL. MO.				2	1					1	5	4	2	1												
					TOTAL	SPARE DEL. MO.	25	3	22	6	1					5	3	1	6	1	1	2		2			1					
						TOTAL DEL. MO.				8	2					6	8	5	8	2	1	2		2			1					
						TOTAL DEL. CUM	42	7	35							13	21	26	34	36	37	39		41			42					
						SPARE BLADE REQ. MO.																										
						SPARE BLADE REQ. CUM																										
						SPARE BLADE DEL. CUM																										
						SPARE BLADE DEL. MO.																										
						AIRPLANE REQ. MO.																										
						AIRPLANE REQ. CUM.	5	5	0																							
						SPARE REQ. MO.	9	2	7							6				1												
					MISCELLANEOUS	INSTALL. DEL. CUM	5	3	2								5															
						INSTALL. DEL. MO.				3	1						2															
					TOTAL	SPARE DEL. MO.	9	2	7	3	1					5	1				1											
						TOTAL DEL. MO.				6	2					5	3															
						TOTAL DEL. CUM	14	5	9							10	13				1											
						SPARE BLADE REQ. MO.																										
						SPARE BLADE REQ. CUM																										
						SPARE BLADE DEL. CUM																										
						SPARE BLADE DEL. MO.																										
						AIRPLANE REQ. MO.										84	94	2512	2632	2698	2726	2717	2121	2178	2186	2215	2269	2154	1956	806	714	686	470	400	1562	2371
						AIRPLANE REQ. CUM.	58451	11648	37303							1711	23	9654	2228	4924	7978	7744	9865	21	32546	34720	36990	39119	41368	43522	45478	47184	48598	49068	49538	50100	52471
						SPARE REQ. MO.	18781	5313	13468							508	902	1107	1261	973	734	662	681	680	709	700	704	712	503	255	238	165	140	560	1109
					GRAND	INSTALL. DEL. CUM	58451	15700	36751							3792	5201	2254	3219	5527	6702	5444	5021	3616	3577	3979	4113	4103	4175	3276	2777	2476	2376	2066	1926	1848	2565
						INSTALL. DEL. MO.				1960	2664					2223	2358	2259	2415	2715	2774	2577	2146	1628	1629	1605	725	518	500	500	500	430	400	1548	6305
					TOTAL	SPARE DEL. MO.	18781	5063	13718	1443	1321					963	961	1022	1269	992	728	1236	776	581	540	542	498	150	175	175	175	151	140	560	2259
						TOTAL DEL. MO.				3403	3985					3186	3319	3291	3684	3710	3508	3813	3982	2210	2171	2147	993	710	675	675	675	581	540	2082	8593
						TOTAL DEL. CUM	71232	20763	50469							5394	8713	12004	15688	19398	23106	26919	30901	33111	35282	37429	38422	39132	39807	40482	41157	41738	42278	42818	43358	45440	53033
						SPARE BLADE REQ. MO.										2401	2895	3991	3520	4363	4128	3131	2525	2569	2621	2665	2644	2728	1286	1091	1036	690	560	2159	11662
						SPARE BLADE REQ. CUM	79818	19014	60804							9111	12006	15997	19517	23880	28008	31139	33664	36233	38898	41563	44207	46935	48221	49312	50348	51038	51598	53757	56916	68578
						SPARE BLADE DEL. CUM	79818	20612	59606							6528	8920	12125	15645	20008	24136	27267	29792	32361	35026	37691	40335	43063	44349	45440	46476	47166	47726	49885	53044	64706
						SPARE BLADE DEL. MO.				2197	1842					1655	2392	3113	3519	4363	4128	3131	2525	2569	2621	2665	2644	2728	1286	1091	1036	690	560	2159	11662

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AERONAUTICAL MONTHLY PROGRESS REPORT

FOR THE MONTH OF NOVEMBER 1943

PROPELLERS REQUIRED TO CARRY THE CURRENT AIRCRAFT PROGRAM

THRU DECEMBER 1944 BUT NOT INCLUDED IN CURRENT PROCUREMENT

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

USN NO.	PROPELLER MODEL	BLADE DESIGN	AIRCRAFT TYPE	KEY	TOTAL QUANTITY REQUIRED	FUTURE REQUIREMENTS 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	SCHED BAL	UNF BAL
	65389	5868-12	FR-1	INSTALLATION	100					2	2	3	5	8	12	16	24	28													
				SPARE	60					1	1	2	3	5	7	10	12	17													
				TOTAL	160					3	3	5	8	13	19	26	36	45													
		714-12	XRF-4	INSTALLATION	30				2	4	6	6	6	6																	
				SPARE	15				1	2	3	3	3	3																	
				TOTAL	45				3	6	9	9	9	9																	
		MODEL TOTAL		INSTALLATION	130				2	6	8	9	11	14	12	16	24	28													
				SPARE	75				1	3	4	5	6	8	7	10	12	17													
				TOTAL	205				3	9	12	14	17	22	19	26	36	45													
	05498-A	836-18 or GF BLADES P-47		INSTALLATION	2784							135	350	350	350	350	350	489													
				SPARE	954							48	122	123	122	123	122	171													
				TOTAL	3678							183	472	473	472	473	472	660													
		GF BLADES C9721200	838C-3	INSTALLATION	350												80	310													
				SPARE	1569						71	168	160	186	186	186	186	186													
				TOTAL	1919						71	168	160	186	186	186	186	496													
		GF BLADES C9721200	838F-2	INSTALLATION	477				27	50	50	50	50	50	50	50	50	50													
				SPARE	287				17	30	30	30	30	30	30	30	30	30													
				TOTAL	764				44	80	80	80	80	80	80	80	80	80													
		MODEL TOTAL		INSTALLATION	3591				27	50	135	400	400	400	400	400	400	869													
				SPARE	2770				17	101	260	332	339	338	339	338	339	387													
				TOTAL	6361				44	151	425	732	739	738	739	738	819	1256													
	05439	816-18	D-46 CURTISS (ST. LOUIS)	INSTALLATION	486	5	5	8	10	14	22	32	40	52	64	74	80	80													
				SPARE	170	2	2	2	4	5	8	11	14	18	22	26	28	28													
				TOTAL	656	7	7	10	14	19	30	43	54	70	86	100	108	108													
			D-46 CURTISS (LOUISVILLE)	INSTALLATION	176				2	2	2	4	8	12	18	28	40	60													
				SPARES	73				1	1	1	2	3	5	7	11	16	24													
				TOTAL	249				3	3	3	6	11	17	25	39	56	84													
		MODEL TOTAL		INSTALLATION	662	5	5	8	12	16	24	36	48	64	82	102	120	140													
				SPARES	243	2	2	2	5	6	9	13	17	23	29	37	44	52													
				TOTAL	905	7	7	10	17	22	33	49	65	87	111	139	164	192													
	0438	1016-30	FSH-5	INSTALLATION	400									80	80	80	80	80													
				SPARES	160									32	32	32	32	32													
				TOTAL	560									112	112	112	112	112													

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AERONAUTICAL MONTHLY PROGRESS REPORT

FOR THE MONTH OF [redacted] 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

PROPELLERS REQUIRED TO CARRY THE CURRENT AIRCRAFT PROGRAM
THRU DECEMBER, 1943 BUT NOT INCLUDED IN CURRENT PROCUREMENT

ITEM NO.	PROPELLER MODEL	BLADE DESIGN	AIRCRAFT TYPE	KEY	TOTAL QUANTITY REQUIRED	FUTURE REQUIREMENTS 1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	SCHED. BAL.	UNS. BAL.
	0532D	89303-16 89996-16	P-38 (CONSOLIDATED)	INSTALLATION SPARE	62 21								2 1	2 1	6 2	10 3	16 5	26 9														
				TOTAL	83								3	3	8	13	21	35														
		89303-16	BEAUFORT	INSTALLATION SPARE	178 61			178 61																								
				TOTAL	239			239																								
		89303-16	P-40	INSTALLATION SPARE	161 63												81 28	100 35														
				TOTAL	244												109	135														
		MODEL TOTAL		INSTALLATION SPARE	421 145			178 61					2 1	2 1	6 2	10 3	97 33	126 44														
				TOTAL	566			239					3	3	8	13	130	170														
	0532SD	109354-12	P-2	INSTALLATION SPARE	2301 1381						201 121	300 180	300 180	300 180	300 180	300 180	300 180	300 180														
				TOTAL	3682						322	480	480	480	480	480	480	480														
	GRAND TOTAL ALL MODELS			INSTALLATION SPARE	7505 4772	5 2	5 2	186 63	41 23	72 110	414 374	745 530	761 583	860 582	880 589	906 600	1101 642	1523 712														
				TOTAL	12277	7	7	249	64	182	792	1275	1308	1442	1469	1506	1743	2235														
	GRAND TOTAL REQUIREMENTS FOR PROCURED PROPELLERS				51271*	3402	3416	3739	3953	3695	3431	2783	2858	2866	2922	2955	2858	2658	1109	969	918	635	540							2062	3477
	GRAND TOTAL PROCURED AND UNPROCURED REQUIREMENTS				63546*	3409	3423	3988	4017	3881	4223	4058	4163	4308	4391	4463	4601	4893	1109	969	918	635	540							2062	3477
	GRAND TOTAL SCHEDULED DELIVERIES, PROCURED PROPELLERS				50469*	3186	3319	3281	3684	3710	3502	3613	3502	2210	2171	2147	993	710	675	675	675	581	540							2062	8593

* THESE QUANTITIES CONSTITUTE ONLY FUTURE REQUIREMENTS AND DELIVERIES.

NOTE: REQUIREMENTS FOR PROCURED PROPELLERS INCLUDE, IN THE MONTHLY TOTALS, QUANTITIES OF PROPELLERS PENDING CONTRACTUAL CHANGES IN BLADE DESIGN FOR P-47 INSTALLATION, AND PENDING POSSIBLE CHANGES IN THE REQUIREMENTS FOR CURTISS PROPELLERS AT REPUBLIC, FARMINGDALE. THESE QUANTITIES ARE SHOWN AS UNSCHEDULED IN THE TOTAL FOR SCHEDULED DELIVERIES.

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AERONAUTICAL MONTHLY PROGRESS REPORT

ALUMINUM SPARE BLADES

FOR THE MONTH OF NOVEMBER 19 42

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION

CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

CURTISS CODE NUMBER	AIR FRAME MODEL	PROCURING AGENCY	SPARE BLADES CONTRACT NUMBER	SPARE BLADES ITEM NO.	BLADE DRAWING	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE COMPLETE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES (A)	(B)	ESTIMATED FUTURE DELIVERIES 1941 DEC	1942 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	1943 JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	REMARKS (A)	REMARKS (B)
1364	BA-73	AAF	DA-610	72	89301-6	135	0	135			135																									
1372	DAVESTA	AAF	DA-610	73	89301-3	137	0	137				137																								
1374	DAVESTA	AAF	DA-609	73	89301-3	24	24	0	12	12	COMPLETE																									
			TOTAL		89301	296	24	272	12	12		135	137																								
1354	WILLIAMS	AAF	DA-611	76	89303-12	16	0	16	16	0	16																									
12458	BEAUFORT	AAF	33546	4	89303-18	840	840	0	84	84	COMPLETE																									
101068	P-38	AAF	21946 BUFFAL	8	89303-18	1050	1050	0	1050	1050	COMPLETE																									
101318	P-38	AAF	W33 038 1599		89303-18	5950	0	5950	0	0																										
101178	P-38	AAF	21946	8	89303-18	1575	0	1575	0	0		711	525	336																						
10011-18	P-40	AAF	36967	10	89303-18	1500	1279	221	1500	1279		221																								
			TOTAL		89303	10561	3169	7392	2960	2673		981	525	525	525	525	525	525	525	525	525	525	525	111												
1577-18	P-38	AAF	21946	11	89296-18	2700	1658	1042	0	0		1042																								
101178	P-38	AAF	21946	7	89296-18	1575	0	1575	0	0		711	525	336																						
101318	P-38	AAF	W33-038 1599		89296-18	5550	0	5550	0	0				189	525	525	525	525	525	525	525	525	525	525	111											
101908	P-38	AAF	21946BUFFAL	7	89296-18	1050	0	1050	0	0		1050																								
			TOTAL			10875	1658	9217	0	0		2806	525	525	525	525	525	525	525	525	525	525	525	111												
25618	BRF-1	AAF	33938	5	89321-12	450	0	450																												
1553A	A-25	AAF	21946	3	89321-12	1671	1671	0	3	3	COMPLETE																									450
			TOTAL		89321	2121	1671	450	3	3																											450
21454-23	PN-2	AAF	39197	5	109354-12	2948	450	2498	450	450	700	803	450	450	95																					
21454-38	PN-2	AAF	39197	11	109354-12	427	0	427							355	72																				
			TOTAL			3375	450	2925	450	450	700	803	450	450	450	72																					
TOTAL DOUGLAS SPARE BLADES						27228	6972	20256	3405	3138	1487	1988	1637	1500	1500	1122	1050	1050	1050	1050	1050	1050	1050	222												450

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AERONAUTICAL MONTHLY PROGRESS REPORT
STEEL SPARE BLADES
FOR THE MONTH OF NOVEMBER 1943

CURTISS-WRIGHT CORPORATION
PROPELLER DIVISION
CALDWELL, N. J. CLIFTON, N. J. BEAVER, PA. INDIANAPOLIS, IND.

CONFIDENTIAL

CURTISS AIRPLANE MODEL NO.	PROTECTO-GRAPH ACCT.	SPARE BLADES CONTRACT NO.	ITEM	BLADE DESIGN	TOTAL QUANTITY ON CONTRACT	ACCEPTED TO DATE UNITS	BALANCE TO BE ACCEPTED	CURRENT MONTH SCHEDULE	1943 DEC	1944 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	1945 JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	UNITS NO.	UNITS NO.
2A20-18	P&W-1	AAF	39392	7	518-101.5-12	195	0	195	0	0				195																					
2830-8	SC-1	AAF	36984	9	518-102-12	800	0	800	0	0				2	2	11	36	78	120	170	120	130	120	63											
1331	P-39	AAF	212	4	514-101.5-21	405	342	60	21	0	21	39																							
1747	P-39	AAF	41-1785	3	514-101.5-21	274	195	79	0	0		79																							
1400XB	Twst	A11500	8a1410	23	514-101.5-21	9	0	9	9	2	9																								
1013B	P-39	AAF	41-37BAF	1	514-101.5-21	300	300	0	36	36	COMPLETE																								
TOTAL					514-101.5-21	788	640	148	66	38	30	118																								
1417	HAWK	AAF	DA-687	17	514-A2..5-12	153	125	28	27	9	11	37																							
1061B	P-47C	AAF	25095	3	514-102-12	1096	0	1096	0	0																								1094
1103B	P-47C	AAF	27353	6	514-102-12	3400	1788	1612	293	293				182	234	260	260	260	260	260	260	260	260	260	260	74								1412
1063B	P-61A	AAF	40005	5	514-102-12	3988	778	3210	227	227																								
TOTAL					514-102-12	8484	2566	5918	520	520				182	234	260	260	260	260	260	260	260	260	260	260	74								2506
1575SF	P-47C	AAF	26960	15	D.F. 12.0"	8500	2470	6030	0	0																								4500
1650SF	P-47D	AAF	27353	4	D.F. 12.0"	800	0	800	0	0																								800
1700SF	P-47D	AAF	28706	10	D.F. 12.0"	1300	0	1300	0	0																								1300
2700SF	DEAC-1	AAF	41723	9	D.F. 12.0"	6000	0	6000	0	0				500	1000	1000	1000	1000	548	208	208	208	208	208	112									
TOTAL					D.F. 12.0"	14300	2470	11830	0	0				500	1000	1000	1000	1000	548	208	208	208	208	208	112									6606
2645	TBDT	NAVY	N-11674	1a	511-303-60	500	0	500	25	0	25	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	35	
1731-1	B-26	AAF	27502	1	511-303-18	9003	7592	521	0	0	521																							741
1051B	B-26	AAF	27763	3	511-303-18	3546	689	2716	223	223	675	1300																						
1651B	B-26	AAF	27763	3	511-203-18	113	113	0	113	113																								
1652B	B-26	AAF	DA 1787	3	511-303-18	1600	1600	0	300	300																								
1800F-28-0-46		AAF	37412	1	511-303-18	1400	0	1400	0	0								3	5	5	8	22	62	62	82	112	140	140	140	140	140	140	140	79	
1900F	P-40	AAF	37412	5	511-303-18	2537	976	1561	0	0		122	218	216	216	209	297	519	90															
1900F-18	P-40	AAF	37412	1	511-303-18	0160	0	0160	0	0									-58	364	364	420	420	420	420	420	420	420	420	420	420	420	420	420	476
2685	P5C	AAF	40308	5	511-303-18	476	0	476	0	0				RESCHEDULED - RESCHEDULED WITH CLASS																						
TOTAL					511-303-18	25674	10840	12834	636	636	1196	1422	218	216	216	272	300	526	350	389	426	482	504	532	560	560	560	560	560	560	560	499	420	420		1247
1987SF	B-26	AAF	36609		SF 13.0"	7000	6441	559	628	628	559																								5581
1700SF	B-26	AAF	36609	5	SF 13.0"	4000	0	4000	0	0							476																		
TOTAL						11000	6441	4559	628	628	559						476																		3581
21738	P&W-3C	AAF	36605	7	511-463-0	672	511	358	196	196							136																		281
21638	P&W-3C	AAF	40707	5	511-463-0	980	0	980	0	0	RESCHEDULED - CANCELLATION ANTICIPATED																								980
TOTAL					511-463-0	1652	511	1338	196								136																		1261
17108	P&W-5	AAF	36983	1	1010-304-30	111	0	111	0	0								78	84	84	84	84													
16268	P&W-5	AAF	36983	1	1010-104-92	0	0	0	0	0								0																	
TOTAL						120	0	120	0	0								84	84	84	84	84													
100638	R-52	AAF	40195	9	1010-204-18	65	0	65	0	0				5	10	21	24																		
100638	R-52	AAF	40195	18	1010-404-18	1140	0	1140	0	0								14	53	67	86	106	125	141	168	198	216	216	55						
TOTAL STEEL SPARE BLADES						65709	23002	40707	2808	2125	1921	1567	1216	2063	1661	1730	1611	1239	1070	1130	1205	1316	1351	1134	1066	1066	967	570	570	570	509	430	130	10	10	35	14913

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MONTHLY PROGRESS REPORT NO. 1

CONFIDENTIAL

HAMILTON STANDARD
EAST HARTFORD
CONNECTICUT
UNITED AIRCRAFT CORPORATION
PROPELLERS

MONTH ENDING

NOVEMBER 30, 1943

HAMILTON STANDARD PROPELLERS

Division of United Aircraft Corporation

EAST HARTFORD, CONNECTICUT

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

A. M. P. R. 1-8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address East Hartford ~~HAMILTON~~ & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
1	105	Navy	Nor. 57821	AT-10	XES-1141 8-11-42		4	1	2820-241 6135-9	461 In.	436	0	0	0														
			Nor. 57823	AT-9				5	Spare Blade 6135-9	461	436	25	41	41	25													
2	109	Navy	Nor. 36733	AT-10	98475 L-15-42			12	2820-241 6135-9	700 In.	700	0	0	0														
				C-436				128	2820-213 6135-12	243 Sp.	243	0	0	0														
										2 Sp.	2	0	0	0													
										945	945	0	0	0													
			N.H. 34622	AT-10				13	1412-G	700 In.	700	0	0	0														
									1412-G1	245 Sp.	245	0	0	0														
										945	945	0	0	0													
			Nor. 38916					148	Spare Blade 6135-9	700	365	335	100	100	335													
3	109	Navy	N.H. 35722	AT-10	XES-1879 5-15-42		11	1	2820-241 6135-9	24 In.	24	0	0	0														
			Nor. 36713							874 In.	694	180	90	180		90	90										
								1a	2820-329	302 In.	0	302	0	0				90	90	90	90	32					
										1200	718	482	90	180													
			N.H. 35722					3	1412-G1	1200 In.	1010	190	35	35	35	35	35	35	35	35	25					
			Nor. 36682					6	Spare Blade 6135-9	1200	377	823	90	90	34	251	90	90	90	90	146	32				
4	109	Navy	Nor. 36734	AT-10	XES-1879 5-15-42		11	2	2820-241 6135-9	317 Sp.	253	64	31	63		32	32										
								2a	2820-329	103 Sp.	0	103	0	0				32	31	31	9					
										420	253	167	31	63													
			N.H. 35723					4	1412-G1	420 Sp.	272	148	0	0		13	32	32	31	31	9					
5	110	Geo. Air Ser.	Nor. 42339	SR-100	1916 7-14-43				2820-223 6135-6	1 Sp.	1	0	0	0	Completed													
			N.H. 42355						1412-G	1 Sp.	1	0	0	0														
* 6	105	Nat. Advisory Comm.	Nor. 43579	SR-8	1-7974 11-1-43			1	2820-209 6135-12	1 In.	0	1	0	0	1													
7	110	Wien Alaska	Nor. 42427	SR-98	690 7-24-43			1	2820-231 6135-6	1 In.	1	0	0	0	Completed													
			N.H. 42628						1412	1 In.	1	0	0	0														
* 8	105	Pan Amer.	Nor. 43401	SR-105	5621 9-21-43			1	2820-211 6135-6	1 In.	0	1	0	0	1													
* 9	105	Brazil	Nor. 43437	SR-10	12054 11-3-43			1	2820-209 6135-9	1 In.	0	1	0	0		1												
10	137	U.S.Army	N.H. 34266	AT-19	W535-AC-2031 3-26-42			1	2820-249 0 0	1 Sp.	1	0	0	0														
			Nor. 36954						2820-249																			
								1	L2015391-0 L2X18995	250 In.	250	0	15	15														
								2		82 Sp.	49	34	0	0						29	5						
										333	299	34	15	15													
			N.H. 34266					3	1412-G	250 In.	250	0	0	0														
										83 Sp.	83	0	0	0													
										333	333	0	0	0													
11	137	Navy	Nor. 42932	AT-19	NOA(s)-44-16			1a	2820-249 L2X18995	250 In.	42	208	42	42	21	21	21	21	21	21	21	21	21	21	21	21		

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A. M. P. R. 1-B

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
17	162	Navy		35720	AT-7	NXS-1879 5-15-42	5	1 3	2D30-235 6167-15 1A2-05	100 In.	100	0	0	0														
								7	Spinner	100 In.	100	0	0	0														
								9	Slinger Ring	100 In.	70	30	30	0	30													Rescheduled
				35752				6	Spare Blade 6167-15	105	105	0	0	0														
18	162	Navy		35721	AT-7	NXS-1879 5-15-42	5	2 4	2D30-235 6167-15 1A2-05	35 Sp.	35	0	0	0														
								8	Spinners	35 Sp.	35	0	0	0														
								10	Slinger Ring	35 Sp.	0	35	35	0	35													Rescheduled
19	162	Navy	E-H. 38459		AT-7	11NXS-12484 1-6-43	3	1A	2D30-235 6167-15	90 In.	90	0	0	0														
			Nor. 39317							210 In.	210	0	0	0														
								2A		105 Sp.	105	0	0	0														
										405	405	0	0	0														
			E-H. 38459					1B	1A2-05	300 In.	300	0	0	0														
								2B		105 Sp.	25	80	0	0	80													
										405	325	80	0	0														
			E-H. 38461					3	Spare Blade 6167-15	210	210	0	0	0														
20	162	Navy	Nor. 40883		AT-7	NOA(s)-525 5-10-43	2	1A	2D30-235 6167-15	800 In.	499	301	64	64	265	16												
								2A		280 Sp.	157	143	56	56		81	22	20										
										1080	656	424	120	120														
			E-H. 40884					1B	1A2-05	800 In.	790	10	70	70	10													
								2B		320 Sp.	61	259	0	0	57	72	50	50	50									
										1120	851	269	70	70														
			Nor. 41147					3	Spare Blade 6167-15	800	377	423	71	71		70	64	56	283									
21	167	Navy	Nor. 39919		AT-21	NXS-1879 5-15-42	13	1A	2D30-247 6101-12	800 In.	68	732	48	0	85	90	90	90	90	90	90	59	48					Rescheduled
			E-H. 35754					5A	1M12-6	800 In.	258	542	0	0	58	90	90	90	90	90	54							
			E-H. 35757					6	Spare Blade 6101-12	260	260	0	0	0														
			Nor. 41196					6	Spare Blade 6101-12	540	280	260	0	0	84				4	90	82							
22	167	Navy	Nor. 39920		AT-21	NXS-1879 5-15-42		2AA	2D30-237 6101-12	1 Sp.	1	0	1	1														
							13	2A	2D30-247 6101-12	279 Sp.	55	241	41	15	26	32	31	32	31	32	31	29						
										280	56	242	15	16														
			E-H. 35755					4A	1M12-6	280 Sp.	36	244	30	30	31	32	31	32	31	32	31	24						
23	162	Navy	Nor. 41373		AT-21	NOA(s)555 6-3-43	1	1 2	2D30-247 6101-12	74 In. 26 Sp.	74 26	0 0	7 2	7 2	Completed													
										100	100	0	9	9														
			Nor. 41374					3	Spare Blade 6101-12	74	74	0	0	0														
24	162	Navy	Nor. 41376		AT-21	NOA(s)-555 6-3-43	2	1 2	2D30-247 6101-12	1460 In. 504 Sp.	73 18	1367 486	53 18	53 18	27 16	80 28	120 42	120 42	120 42	120 42	120 42	120 42	120 42	120 42	120 42	120 42		180 64	
										1964	91	1853	71	71														
			Nor. 41377					3	Spare Blade 6101-12	1460	300	1160	0	0			120	120	120	120	120	120	120	120			180	
25	162	Navy	Nor. 39918		AT-11	NXS-1879 5-15-42	12	1	2D30-235 6167-15	764 In.	764	0	0	0														
			E-H. 35748					1		1012 In.	1012	0	0	0														
										1776	1776	0	0	0														
								5	1A2-05	1776	1776	0	2	2														
			E-H. 35753					6	Spare Blade 6167-15	627	627	0	0	0														
			Nor. 41136					6	Spare Blades 6167-15	1149	720	429	300	300	414	15													

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							10	Slinger Ring		55 Sp.	0	55	55	0	55																						Rescheduled
19	162	Navy	E-H. 38459	AT-7	LLNES-12482, 1-6-43	3	1A	2B30-235 6167-15		90 In.	90	0	0	0																								
			Nor. 39317							210 In.	210	0	0	0																								
							2A			105 Sp.	105	0	0	0																								
										405	405	0	0	0																								
			E-H. 38459				1B		1A2-05	300 In.	300	0	0	0																								
							2B			105 Sp.	25	80	0	0	80																								
										405	325	80	0	0																								
			E-H. 38461				3	Spare Blade 6167-15		210	210	0	0	0																								
20	162	Navy	Nor. 40883	AT-7	NOA(s)-525 5-10-43	2	1A	2B30-235 6167-15		800 In.	499	501	64	64	285	16																						
							2A			280 Sp.	157	123	56	56		81	22	20																			
										1080	656	624	120	120																							
			E-H. 40884				1B		1A2-05	800 In.	790	10	70	70	10																						
							2B			320 Sp.	61	259	0	0	37	72	50	50	50																
										1120	851	269	70	70																							
			Nor. 41147				3	Spare Blade 6167-15		800	377	423	71	71		70	64	56	283																		
21	167	Navy	Nor. 39919	AT-21	NAS-1879 5-15-42	13	1A	2B30-247 6101-12		800 In.	68	732	48	0	85	90	90	90	90	90	90	59	48													Rescheduled
			E-H. 35754				3A		1M12-6	800 In.	258	542	0	0	38	90	90	90	90	90	54															
			E-H. 35757				6	Spare Blade 6101-12		260	260	0	0	0																								
			Nor. 41186				6	Spare Blade 6101-12		540	260	260	0	0	84					4	90	82																
22	167	Navy	Nor. 39920	AT-21	NAS-1879 5-15-42		2AA	2B30-237 6101-12		1 Sp.	1	0	1	1																								
						13	2A	2B30-247 6101-12		279 Sp.	55	244	14	15	26	32	31	32	31	32	31	29														
										280	56	244	15	16																							
			E-H. 35755				4A		1M12-6	280 Sp.	56	244	30	30	31	32	31	32	31	32	31	24														
23	162	Navy	Nor. 41373	AT-21	NOA(s)555 6-3-43	1	1	2B30-247 6101-12		74 In.	74	0	7	7	Completed																							
							2			26 Sp.	26	0	2	2																							
										100	100	0	9	9																							
			Nor. 41374				3	Spare Blade 6101-12		74	74	0	0	0																							
24	162	Navy	Nor. 41376	AT-21	NOA(s)-555 6-3-43	2	1	2B30-247 6101-12		1140 In.	73	1567	53	53	27	80	120	120	120	120	120	120	120	120	120	120									180	
							2			504 Sp.	18	486	18	18	16	28	42	42	42	42	42	42	42	42	42									64	
										1644	91	1853	71	71																						
			Nor. 41377				3	Spare Blade 6101-12	1140		300	1140	0	0				120	120	120	120	120	120	120	120									180	
25	162	Navy	Nor. 39523	AT-11	NAS-1879 5-15-42	12	1	2B30-235 6167-15		764 In.	764	0	0	0																								
			E-H. 35748				1			1012 In.	1012	0	0	0																								
										1776	1776	0	0	0																								
							3		1A2-05	1776	1776	0	2	2																								
			E-H. 35753				6	Spare Blade 6167-15		627	627	0	0	0																								
			Nor. 41136				6	Spare Blades 6167-15		1149	720	429	300	300	414	15																						
26	162	Navy	E-H. 35749	C-71 AT-11	NAS-1879 5-15-42	12	2	2B30-235 6167-12		1 Sp.	1	0	0	0																								
								2B30-235 6167-15		161 Sp.	161	0	0	0																								
			Nor. 39318							460 Sp.	460	0	135	135																								
										622	622	0	135	135																								
			E-H. 35749				4		1A2-05	622 Sp.	100	522	0	0	44	50	361	51	16																		
27	162	Navy	Nor. 38626	AT-11	NAS-15777 2-13-43	3	1A	2B30-235 6167-15		1000 In.	300	700	171	171	22																						678	
							2A			350 Sp.	116	234	94	94																						234	
										1350	416	934	265	265																							
			E-H. 38875				1B		1A2-05	1000 In.	207	793	208	207	115																						678	Rescheduled
							2B			350 Sp.	0	350	0	0		113																			237	
										1350	207	1143	208	207																							
			Nor. 41137				3	Spare Blades 6167-15		1000	0	1000	0	0		322																					678	
28	162	Navy	Nor. 42701	SNB-1	NOA(s)-1496 9-11-43		1A	2B30-235 6167-15		350 In.	140	210	0	0																						210	
							2A			125 Sp.	49	74	33	33																						74	
										475	189	284	33	33																							
			E-H. 42702				1B		1A2-05	350 In.	100	250	140	100	40																						210	Rescheduled
							2B			140 Sp.	0	140	0	0		49																			91	
										490	100	390	140	100																							
			Nor. 42703				2C	Spare Blades 6167-15		350	350	0	350	0		140																					210	
29	157	Pan Amer.	Nor. 42902	SNB-1	ALA-1626 8-19-43		1	2B30-235 6167-15		1 Sp.	1	0	0	0	Completed																							
30	162	Navy	E-H. 37208	SNB-1	NAS-575 9-8-42	3	1A	2B30-235 6167-15		306 In.	306	0	0	0																								
							2A			82 Sp.	82	0	0	0																								
			Nor. 39331				1A	2B30-235 6167-15		194 In.	194	0	0	0																								
							2A			93 Sp.	93	0	0	0																								
										675	675	0	0	0																								
			E-H. 37208				1B		1A2-05	500 In.	500	0	0	0																								
							2B			175 Sp.	59	116	0	0	46	70																								
										675	559	116	0	0																								
			E-H. 37209				3	Spare Blade 6167-15		350	350	0	0	0																								
			Nor. 41141				3	Spare Blade 6167-15		150	150	0	0	0																								
31	162	Navy	Nor. 40258	SNB-2	NOA(s)-535 6-3-43	1	1A	2B30-235 6167-15		300 In.	300	0	0	0																								
							2A			105 Sp.	105	0	101	101																								
										405	405	0	101	101																								
			E-H. 40260				1B		1A2-05	300 In.	300	0	137	137																								
							2B			105 Sp.	16	89	0	0		89																							
										405	316	89	137	137																								
			Nor. 40259				3	Spare Blade 6167-15		300	300	0	64	64																								

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of **November 1943**
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

STATUS OF ORDERS CHART

A. M. P. R. 1-8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III **Darlington, Westerly** Part Propellers
Address East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub	TYPE Blade	TYPE Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	1945 Reason for Delay
32	162	Navy	E-H. 37434	JSB-2 SNB-2	NXS-575 1-8-42		7	1A	2D30-235	6167-15		194 In.	194	0	0	0														
								2A				21 Sp.	21	0	0	0														
			Nor. 39332					1A	2D30-235	6167-15		96 In.	96	0	0	0														
								2A				49 Sp.	49	0	0	0														
												270	270	0	0	0														
			E-H. 37434					1B		1A2-05		200 In.	200	0	0	0														
								2B				70	3	67	0	0	59	8												
												270	203	67	0	0														
			E-H. 37435					3	Spare Blades	6167-15		72	72	0	0	0														
			Nor. 41146					3	Spare Blades	6167-15		68	68	0	0	0														
33	162	Navy	E-H. 38938	GB-3	NXS-8586 11-21-42		8	1A	2D30-235	6167-15		24 In.	24	0	0	0														
			Nor. 39322					2A				6 Sp.	6	0	0	0														
								1A	2D30-235	6167-15		45 In.	45	0	0	0														
								2A				26 Sp.	26	0	0	0														
												101	101	0	0	0														
			E-H. 38938					1B		1A2-05		75 In.	75	0	0	0														
								2B				26 Sp.	18	8	0	0	8													
												101	93	8	0	0														
			E-H. 38939					3	Spare Blades	6167-15		15	15	0	0	0														
			Nor. 41134					3	Spare Blades	6167-15		37	37	0	0	0														
34	162	Navy	Nor. 39135 E-H. 39434	GB-3	NXS-LL22828 2-6-43		19	1	2D30-235	6167-15		12 Sp.	12	0	0	0														
								2		1A2-05		12 Sp.	0	12	0	0	12													
35	162	Navy	Nor. 43126	GB-2	WDA(s)-1391 10-12-43		1	1A	2D30-235	6167-15		100 In.	73	27	0	73	27													
								2A				35 Sp.	0	35	0	0	35													
												135	73	62	0	73														
			E-H. 43127					1B		1A2-05		100 In.	0	100	0	0	79	21												
								2B				70 Sp.	0	70	0	0		70												
												170	0	170	0	0														
			Nor. 43128					3	Spare Blade	6167-15		70	0	70	0	0		70												
36	162	Navy	Nor. 39115 E-H. 39116	JSB-6B	NXS-LL22828 2-2-43		5	1	2D30-235	6167-12		30 Sp.	30	0	0	0														
								2		102-66		30 Sp.	0	30	0	0		30												
37	162	Navy	Nor. 38935	JSB-5	NXS-8586 11-21-42		7	1A	2D30-235	6167-12		70 In.	70	0	0	0														
								2A				25 Sp.	25	0	0	0														
												95	95	0	0	0														
			E-H. 38939					1B		102-05		70 In.	70	0	0	0														
								2B				25 Sp.	6	19	0	0		19												
												95	76	19	0	0														
								1 C	Spinner			70 In.	70	0	0	0														
								2 C				25 Sp.	25	25	25	0	25													Rescheduled
												95	95	25	25	0														
								1D	Slinger Ring			70 In.	70	0	0	0														
								2D				25 Sp.	0	25	25	0	25													Rescheduled
												95	70	25	25	0														
			E-H. 38936					3	Spare Blades	6167-12		6	6	0	0	0														
			Nor. 41131					3	Spare Blades	6167-12		13	13	0	0	0														

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33	162	Navy	E.H. 38938	GB-3	NXS-8586 11-21-42	8	1A	2D30-235 6167-15	24 In.	84	0	0	0													
							2A		6 Sp.	0	0	0	0													
			Nor. 39322				1A	2D30-235 6167-15	45 In.	45	0	0	0													
							2A		26 Sp.	26	0	0	0													
									101	101	0	0	0													
			E.H. 38938				1B	1A2-05	75 In.	75	0	0	0													
							2B		26 Sp.	26	8	0	0	8												
									101	101	8	0	0													
			E.H. 38939				3	Spare Blades 6167-15	15	15	0	0	0													
			Nor. 41134				3	Spare Blades 6167-15	37	37	0	0	0													
34	162	Navy	Nor. 39433	GB-3	NXS-L122828	19	1	2D30-235 6167-15	12 Sp.	12	0	0	0													
			E.H. 39434		2-6-43		2	1A2-05	12 Sp.	0	12	0	0	12												
35	162	Navy	Nor. 43126	GB-2	NOA(s)-1391 10-12-43	1	1A	2D30-235 6167-15	100 In.	73	27	0	73	27												
							2A		55 Sp.	0	35	0	0	35												
									155	73	62	0	73													
			E.H. 43127				1B	1A2-05	100 In.	0	100	0	0	79	21											
							2B		70 Sp.	0	70	0	0		70											
									170	0	170	0	0													
			Nor. 43128				3	Spare Blade 6167-15	70	0	70	0	0		70											
36	162	Navy	Nor. 39435	JSF-68	NXS-L122828	5	1	2D30-235 6167-12	30 Sp.	30	0	0	0													
			E.H. 39436		2-2-43		2	1C2-06	30 Sp.	0	30	0	0		30											
37	162	Navy	Nor. 38935	JSF-5	NXS-8586 11-21-42	7	1A	2D30-235 6167-12	70 In.	70	0	0	0													
							2A		25 Sp.	25	0	0	0													
									95	95	0	0	0													
			E.H. 39099				1B	1C2-05	70 In.	70	0	0	0													
							2B		25 Sp.	6	19	0	0		19											
									95	76	19	0	0													
							1 C	Spinner	70 In.	70	0	0	0													
							2 C		25 Sp.	0	25	25	0	25												Rescheduled
									95	70	25	25	0													
							1D	Slinger Ring	70 In.	70	0	0	0													
							2D		25 Sp.	0	25	25	0	25												Rescheduled
									95	70	25	25	0													
			E.H. 38936				3	Spare Blades 6167-12	6	6	0	0	0													
			Nor. 41131				3	Spare Blades 6167-12	43	43	0	0	0													
38	162	Navy	Nor. 39431	JSF	NXS-L122828	18	1	2D30-235 6167-12	10 Sp.	10	0	0	0													
			E.H. 39432		2-2-43		2	1C2-06	10 Sp.	0	10	0	0	10												
							3	Spinner	10 Sp.	0	10	10	0	10												Rescheduled
							4	Slinger Ring	10 Sp.	0	10	10	0	10												Rescheduled
39	162	Navy	Nor. 41248	JSF-6	NOA(s)335 6-3-43	3	1A	2D30-235 6167-12	60 In.	14	46	8	8	12	10	10	10	4								
							2A		30 Sp.	7	23	4	4	5	5	5	5	3								
									90	21	69	12	12													
			E.H. 41249				1B	1C2-06	60 In.	24	36	10	10	12	10	10	4	2								
							2B		30 Sp.	0	30	0	0		18	5	5									
									90	24	66	10	10													
							1C	Spinner	60 In.	24	36	10	10	12	10	10	4	2								Rescheduled
							2C		30 Sp.	0	30	7	0	13	5	5	5								
									90	24	66	17	10													
							1D	Slinger Ring	60 In.	8	52	24	8	28	10	10	4								Rescheduled
							2D		30 Sp.	0	30	7	0	13	5	5	5	2							Rescheduled
									90	8	82	31	8													
			Nor. 41250				3	Spare Blade 6167-12	42	42	0	18	18													
40	182	Navy	Nor. 39466	SOSC-4	NXS-575 9-8-42	1	1AA	2D30-247 D6101-12	115 In.	115	0	0	0													
							1AAA	2D30-261 D6101-12	105 In.	105	0	0	0													
							2AA		135 Sp.	125	0	76	76													
			Nor. 39531				2AB	2D30-261 D6101-12	115 Sp.	0	115	25	0		50	10	30							25	Rescheduled	
									490	375	115	101	76													
			E.H. 37416				1B	1A2-G	202 In.	202	0	0	0													
							2B		110 Sp.	110	0	0	0													
									312	312	0	0	0													
							1C	Spinners	435 In.	435	0	0	0													
							2C		340 Sp.	340	0	0	0													
									775	775	0	0	0													
			E.H. 37417				3	Spare Blade D6101-12	200	136	64	70	124	64													
41	162	Navy	Nor. 38930	GB20-3	NXS-8586	5	1A	2D30-235 6167-12	50 Sp.	50	0	0	0													
			E.H. 39273	GB28-1	11-21-42		1B	1C2-06	50 Sp.	0	50	0	0	50												
			Nor. 41148	GB21-3			2	Spare Blade 6167-12	200	200	0	0	0													
42	162	Navy	E.H. 33352	GB20-3	76833 12-30-41	1	3	2D30-235 0	50 Sp.	50	0	0	0	Completed												
							3	1C2-06	50 Sp.	50	0	0	0													
							3	Spare Blades 6167-12	100	100	0	0	0													
			Nor. 41133				5	Spare Blades 6167-12	200	200	0	10	10													
43	162	Navy	Nor. 42789	GB-2	NOA(s)-1721 9-18-43		1A	2D30-235 6167-15	150 In.	69	81	50	50	81												
							2A		75 Sp.	35	40	25	25	40												
									225	104	121	75	75													
			E.H. 42790				1B	1A2-05	150 In.	25	125	25	25	37	25	25	25	13								
							2B		75 Sp.	0	75	0	0		43	13	12	7								
									225	25	200	25	25													
			Nor. 42791				3	Spare Blade 6167-15	105	0	105	0	0	42	18	18	18	9								

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945	Reason for Delay
44	162	Navy	E-H- 37588	NH-1	NXS-7674 9-12-42	1	1A	2D30-235 6167-15		55 In-	55	0	0	0														
							2A			12 Sp-	12	0	0	0														
			Nor. 59330				1A	2D30-235 6167-15		120 In-	120	0	0	0														
							2A			49 Sp-	49	0	0	0														
										256	256	0	0	0														
			E-H- 37588				1B	1A2-05		175 In-	175	0	0	0														
							2B			61 Sp-	24	37	0	0	37													
										236	199	37	0	0														
			E-H- 37589				3	Spare Blade 6167-15		97	97	0	0	0														
			Nor. 41143				3	Spare Blade 6167-15		78	78	0	0	0														
45	162	Navy	Nor. 40860	NH-1	NGA(s)-153 4-1-43	3	1A	2D30-235 6167-15		300 In-	131	169	8	8	161	8												
							2A			105 Sp-	45	60	29	29	48	12												
										405	176	229	37	37														
			E-H- 40841				1B	1A2-05		300 In-	69	241	34	34	117	45	45	34										
							2B			105 Sp-	0	105	0	0		32	25	25	23									
										405	69	346	34	34														
			Nor. 41132				3	Spare Blade 6167-15		300	78	222	0	0	78	55	55	34										
46	162	Navy	Nor. 39466	ST-13A	LLNXS-12L8L 1-6-43	5	1A	2D30-227 6101-12		575 In-	575	0	0	0														
							2A			201 Sp-	201	0	0	0														
			Nor. 40318					42T13704-0																				
							1AA	2D30-259 42K13717		2765 In-	1088	1637	0	0		104	250	250	250	250	250	250	33					
			Nor. 40319					42T13704-0																				
							2AA	2D30-259 42K13717		954 Sp-	305	49	0	0								37	12					
										3719	2749	1686	0	0														
			E-H- 39467				3	Spare Blade 6101-12		390	390	0	0	0														
			Nor. 41271				3	Spare Blade 6101-12		185	185	0	0	0														
47	162	Navy	Nor. 40881	ST-13A	NGA(s)-525 5-10-43	1	1	2D30-227 6101-12		600 In-	0	600	0	0								217		250	133			
							2			210 Sp-	0	210	0	0								76	88	46				
										810	0	810	0	0														
			E-H- 40882				3	Spare Blade 6101-12		600	0	600	0	0								217		250	133			
48	162	Navy	Nor. 40942	SNV-1	NGA(s)335 6-3-43	2	1A	2D30-227 6101-12		500 In-	426	74	0	0	74													
							2A			175 Sp-	175	0	0	0														
										675	601	74	0	0														
			Nor. 40943				3	Spare Blade 6101-12		500	500	0	0	0														
49	162	Navy	Nor. 43135	SNV-2	NGA(s)1391 10-12-43	2	1	2D30-227 6101-12		150 In-	0	150	0	0	30			14	45	45	16							
							2			53 Sp-	0	53	0	0				15	16	16	6							
										203	0	203	0	0														
			Nor. 43136				3	Spare Blade 6101-12		150	0	150	0	0				44	45	45	16							
50	162	Navy	Nor. 39543	C-43	NXS-15760 12-30-42	2	1A	2D30-235 6167-15		75 In-	75	0	0	0														
							2A			26 Sp-	26	0	0	0														
										101	101	0	0	0														
			E-H- 39015	AT-7			1B	1A2-05		75 In-	75	0	0	0	12													
							2B			26 Sp-	14	12	0	0														
										101	89	12	0	0														
							1C	Spinner		75	75	0	0	0														
							2B			26	26	0	0	0														

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46	162	Navy	Nor. L0810	BT-1	NOA(s)-155 4-1-43	3	1A 2A	2B30-235 6167-15	500 105 605	In. Sp.	131 48 179	169 60 229	8 89 97	8 89 97	161 48	8 12															
			E.M. L0814				1B 2B	1A2-05	300 105 405	In. Sp.	69 0 69	241 105 346	34 0 34	34 0 34	117	45 32	45 25	34 25	23											
			Nor. L1132				3	Spare Blade 6167-15	300		78	222	0	0	78	55	55	34											
48	162	Navy	Nor. 5844 Nor. L0818 Nor. L0819	BT-13A	LLNXS-12L84 1-6-43	5	1A 2A 1AA 2AA	2B30-227 6101-12 L2K13704-0 2B30-259 L2K13717 L2K13704-0 2B30-259 L2K13717	575 201 2705 954 4435	In. Sp. In. Sp.	575 201 1088 905 2769	0 0 1637 49 1686	0 0 0 0 0	0 0 0 0 0			104	250	250	250	250	250	250 37	33 12						
			E.M. 5867 Nor. L1271				3 3	Spare Blade 6101-12 Spare Blade 6101-12	390 185		390 185	0 0	0 0	0 0															
47	162	Navy	Nor. L0881	BT-13A	NOA(s)-525 5-10-43	1	1 2	2B30-227 6101-12	600 210 810	In. Sp.	0 0 0	600 210 810	0 0 0	0 0 0								217 76		250 46	133						
			E.M. L0882				3	Spare Blade 6101-12	600		0	600	0	0								217		250	133						
48	162	Navy	Nor. L0262	SNV-1	NOA(s)735 6-3-43	2	1A 2A	2B30-227 6101-12	500 175 675	In. Sp.	426 175 601	74 0 74	0 0 0	0 0 0	74															
			Nor. L0263				3	Spare Blade 6101-12	500		500	0	0	0															
49	162	Navy	Nor. L3135	SNV-2	NOA(s)1391 10-12-43	2	1 2	2B30-227 6101-12	150 53 203	In. Sp.	0 0 0	150 53 203	0 0 0	0 0 0	30		14 15	45 16	45 16	16 6										
			Nor. L3136				3	Spare Blade 6101-12	150		0	150	0	0			44	45	45	16										
50	162	Navy	Nor. 39343	C-43	NXS-15760 12-30-42	2	1A 2A	2B30-235 6167-15	75 26 101	In. Sp.	75 26 101	0 0 0	0 0 0	0 0 0																
			E.M. 39015	AT-7			1B 2B	1A2-05	75 26 101	In. Sp.	75 14 89	10 12	0 0 0	0 0 0	12															
							1D 2E	Spinner	75 26 101		75 26 101	0 0 0	0 0 0	0 0 0																
			E.M. 39016 Nor. L1127 Nor. L1129	LK-12			3 3 3A	Spare Blade 6167-15 Spare Blade 6167-15 Spare Blade 6167-15	24 25 4		24 25 4	0 0 0	0 0 0	0 0 0																
51	162	C.P.AM.	Nor. L1018	Avro Anson IV	10805 6-9-43	1	1A 2A	2B30-227 6101-24	500 150 650	In. Sp.	307 67 374	193 83 276	96 16 112	96 16 112	48 25	48 15	48 15	49 15	13										
			Nor. L1019				3	Spare Blade 6101-24	500		170	330	54	54		88	48	48	48	48	50									
52	167	C.P.AM.	Nor. L1025	Anson V	10805 6-9-43	3	1A 2A	2B30-237 6101-24	466 145 611	In. Sp.	425 39 464	41 106 147	100 25 125	100 25 125	41 64	25	17													
			E.M. L1026				1B 2B	1A2-05	466 145 611	In. Sp.	420 0 420	46 145 191	145 0 145	145 0 145	46 25	25	25	30	25	40										
			Nor. L1027				3	Spare Blade 6101-24	466		183	283	54	54		200	41	42												
53	162	Nicara-gua	Nor. L1092 E.M. L1093	Waco	11790 5-5-43		1 2	2B30-243 6167-12 1A12-W	1 1	In. In.	1 1	0 0	0 0	0 0	Completed															
*54	162	Export-Military	Nor. L3310 E.M. L3311	Waco	12031 10-19-43		1 2	2B30-243 6167-12 1A12-W	1 1	In. In.	0 0	1 1	0 0	0 0	1 1															
55	132	Pacific Airm.	Nor. L2811	Stinson	1-21-91 8-14-43		1	2B30-237 0	1	Sp.	1	0	0	0	Completed															
56	162	Navy	Nor. L1039	Yale	NOA(s)-774 5-15-43		1	2B30-233 6101-12	26	In.	26	0	13	13	Completed															
57	162	C.P.AM.	Nor. L1021	Oxford V	10805 6-9-43	2	1A 2A	2B30-227 6101-24	380 116 496	In. Sp.	306 56 362	75 58 133	79 16 95	79 16 95	75 58															
			Nor. L1023				3	Spare Blade 6101-24	380		108	272	54	54		160	75	37												
58	162	C.P.AM.	Nor. L3091 L3092	Goose	11570 10-27-43		1 2	2B30-235 6167-12 1A2-05	4 4	Sp. Sp.	0 0	4 4	0 0	0 0	4 4															
59	162	Honduras	Nor. L2116	Ford V AT-8	11951 8-20-43		1	2B30-227 6101-0	4	In.	0	4	0	0	4															
60	162	Honduras	Nor. L2516	Ford Tractor	11969 8-20-43		1	2B30-227 6101-0	4	In.	0	4	0	0	4															

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT — A. M. P. R. 1-8

For the month of **November 1943**

Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III: Darlington, Battery — Part: Propellers
Address: East Hartford, Hamilton & Norwich, Conn.

Estimated Future Deliveries

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reasons for Delay
61	162	Navy	Nor.	42501	TD5B-1	NOA(s)-1191 6-26-43		1A	2830-249 6167-12	150 In.	44	109	36	36			36	70										
								2A	50 Sp.	50	15	15	12	12			12	23										
										200	59	124	48	48														
			E-H.	42502				1F	1M12-J	150 In.	110	40	100	60	40														Rescheduled
								2F		50 Sp.	9	11	29	0	29	12												Rescheduled
										200	119	81	129	60														
			Nor.	42503				3	Spare Blade 6167-12	150	89	64	114	86			37	37											Rescheduled
* 61A	162	Navy	Nor.	43735	BT-15	NOA(s)-11286		1	2830-233 0	10	0	10	0	0													10	Schedule
			E-H.	43734	P-66	11-20-43		1	Spare Blade 6597-15	93	00	93	0	0													93	later
62	180	D-A.-Navy	E-H.	30987	AT-6C	LL92031 9-18-41	11	1	12160-211 6101-12	733 No. Am. Gr. Pr.	733	0	0	0														
										250 Noorduyn Cons.	250	0	0	0														
			Nor.	36875				1	12160-211 6101-12	867 No. Am. Gr. Pr.	659	208	0	0					23	65	60	60	5					
										1850 In.	1717	208	0	0														
			E-H.	30987				1	12160-211 6101-12	179 Sp. Buffalo	179	0	0	0														
			Nor.	36875				1	12160-211 6101-12	1 Sp. Gr. Pr.	1	0	0	0														
										190 Sp. Buffalo	146	0	0	0														
										2220	2012	208	0	0														
			E-H.	30987				2	(R2)1M12-A	1600 No. Am.	1490	110	0	0														
									(2796)1M12-C	800 Noorduyn Cons.	800	0	0	0														
										2400 In.	2290	110	0	0														
										277 Sp. Buffalo	277	0	0	0														
										203 Sp. Buffalo	203	0	0	0														
										2880	2770	110	0	0														
63	175	Navy	Nor.	43062	AT-6	NOA(s)-1206 10-6-43		1	12160-211 6101-12	500 In.	0	500	0	0			500											
64	180	Navy	Nor.	41560	Howard	NOAS-11511		2	12160-211 6101-12	30 In.	30	0	0	0														
			E-H.	41566	II	6-12-43		8	1M12-C	10 In.	10	0	0	0														
			Nor.	41562				4	Spare Blade 6101-12	60	20	40	0	0	40														
65	175	Pan Am.		42385	L12A	100903 8-14-43		1	22030-35 6381-6	3 In.	3	0	0	1	Completed													
								2	1M12-06	4 In.	4	0	0	2														
								3	Feathering Acc.	4 In.	4	0	0	2														
66	456	Navy	Nor.	41723	B-17F	NOA(s)-950 6-21-43	1	1A	23850-473 6477-0	28 In.	0	28	0	0				28										
			E-H.	41734				1B	1MF-0236	28 In.	0	28	0	0				28										
67	459	Navy	Nor.	34006	B-18A	NXS-1298 5-16-42	2	1	23850-403 6353-18	152 Douglas Tulsa	152	0	0	0														
										293 Ford Ypsilanti	293	0	0	0														
								1A	23850-473 6477-0	1276 Ford Michigan	1276	0	56	56														
										1721 In.	1721	0	56	56														
								1 (2L0)23850-403 6353-18		865 Sp. Middletown	691	208	70	70	110	98												
								1A(653)23850-473 6477-0		2611	2412	208	126	126														
			E-H.	34049				2	3L11-002	152 Douglas Tulsa	152	0	0	0														

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MATERIEL DIVISION (CONSOLIDATED) STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford [redacted] & Norwich, Conn.

Estimated Future Deliveries

Report Item	Approx. Man Hrs Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & Date	Lot	Cont. Item	TYPE: Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Delivered: Est.	Act.	1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Season for Bal.	Delay
72	471	D.A.Navy	Wes. 39776 E.H. 36408		F3A-1B	[redacted]	L	2A 2B 2C	23850-495 6525-21 4010-65C Accumulators	210 Sp. 210 Sp. 210 Sp.	0 0 0	210 210 210	0 0 0	0 0 0							72 72 72	90 90 90	48 48 48						
73	471	Navy	E.H. 36039		F3A-1	[redacted]	2	1	23850-321 6525-21	86 In. 7 Sp.	86 7	0 0	0 0	0 0															
			Wes. 39772					1A	23850-495 6525-21	174 In. 102 Sp. 369	160 102 355	14 0 14	95 0 95	95 0 95	14													
			E.H. 36039					2	4010-65C	260 In. 109 Sp. 369	226 109 335	34 0 34	0 44 11	0 44 11	34													
								3	Accumulators	260 In. 109 Sp. 369	260 109 369	0 0 0	0 18 18	34 18 52													
			Wes. 40141					5	Spare Blade 6525-21	390	189	201	69	69		201													
74	471	Navy	Wes. 39771		F3A-1	KXS-2199 9-30-43	1	1A 2A	23850-495 6525-21	248 In. 124 Sp. 372	0 0 0	248 124 372	0 0 0	0 0 0	133 89	115 44													
			E.H. 36253					1B 2B	4010-65C	248 In. 124 Sp. 372	0 0 0	248 124 372	0 0 0	0 0 0	248	124													
								1C 2C	Accumulators	248 In. 124 Sp. 372	230 124 354	18 0 18	115 0 115	115 0 115	18												
75	471	Navy	Wes. 39438 E.H. 39755		F3A-1	[redacted]	25	1 2 3	23850-495 6525-21 4010-65C Accumulator	42 Sp. 42 Sp. 42 Sp.	0 0 0	42 42 42	0 0 0	0 0 0										24 24 24	18 18 18			
76	471	Navy	Wes. 39420 E.H. 39751		F3A-1	[redacted]	8	1 2 3	23850-495 6525-21 4010-65C Accumulator	25 Sp. 25 Sp. 25 Sp.	0 0 0	25 25 25	0 0 0	0 0 0		25 25 25												
77	471	Navy	Wes. 39429 E.H. 39749		F3A-1	[redacted]	16	1 2 3	23850-495 6525-21 4010-65C Accumulator	47 Sp. 47 Sp. 47 Sp.	0 0 27	47 47 20	0 0 0	0 0 27	47 20	47												
78	471	Navy	Wes. 39435 E.H. 39748		F3A-1	[redacted]	20	1 2 3	23850-495 6525-21 4010-65C Accumulator	58 Sp. 58 Sp. 58 Sp.	0 0 0	58 58 58	0 0 0	0 0 0										15 15 15	43 43 43			
79	471	Navy	Wes. 39436 E.H. 39747		F4U-1	[redacted]	21	1 2 3	23850-495 6525-21 4010-65C Accumulator	80 Sp. 80 Sp. 80 Sp.	80 80 80	0 0 0	0 0 0	0 0 0	COMPLETED													
80	471	Navy	Wes. 39439		F4U-1	[redacted]	24	1	23850-495 6525-21	70 Sp.	20	50	0	0	50													

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1945
Name of Company United Aircraft Corporation, Hamilton Standard Propellers Division

A. M. P. R. 1-8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address East Hartford, [redacted] & Norwich, Conn.

Revision Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE: Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries: Est.	Act.	Estimated Future Deliveries: 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
	471	Navy	Wes.	L0222	F6D-1	NOA(s)-1575 6-16-43	3	1A	23850-4/5 6525-21	500 In.	0	500	0	0			25	225	225	25									
								2A		500 Sp.	0	500	0	0			15	140	140	15									
										500	0	500	0	0															
			E-H.	L0224				1B	L6010-05C	500 In.	0	500	0	0															
								2B		500 Sp.	0	500	0	0															
										500	0	500	0	0															
								1C	Accumulators	500 In.	0	500	0	0															
								2C		500 Sp.	0	500	0	0															
										500	0	500	0	0															
			Wes.	L0225				3	Spare Blade 6525-01	750	0	750	0	0															
		Navy	Wes.	L3178	F6F-3	NOA(s)-1575 10-14-43	1	1A	23850-4/5 6501-0	3000 In.	0	3000	0	0															
								2A		1800 Sp.	0	1800	0	0															
										4800	0	4800	0	0															
			E-H.	L3179				1B	L6010-05C	3000 In.	0	3000	0	0															
								2B		1800 Sp.	0	1800	0	0															
										4800	0	4800	0	0															
								1C	Accumulators	3000 In.	0	3000	0	0															
								2C		1800 Sp.	0	1800	0	0															
										4800	0	4800	0	0															
			Wes.	L3180				3	Spare Blade 6501-0	4500	0	4500	0	0															
		D-A-Navy	E-H.	37849	F6F-3	NXSA-113903 10-5-42		1AA	23850-4/5 6501-0	130 In.	130	0	0	0															Rescheduled
								2AA		65 Sp.	0	65	[illegible]	0														
										195	130	65	[illegible]	0															
								1B	L6010-05C	130 In.	130	0	0	0															
								2B		65 Sp.	0	65	[illegible]	[illegible]															
										195	130	65	[illegible]	[illegible]															
								1C	Accumulators	130 In.	130	0	0	0															
								2C		65 Sp.	0	65	[illegible]	[illegible]															Rescheduled
										195	130	65	[illegible]	[illegible]															
			E-H.	38094	F6F-1			3	Spare Blades 6501-0	195	30	166	0	0															
		D-A. Navy	E-H.	39756	F6F-1	NXS-112980	11	1	23850-4/5 6501-0	23 Sp.	0	23	11	0															Rescheduled
		Navy	E-H.	L0356		2-2-43		1	23850-4/5 6501-0	47 Sp.	47	0	0	0															
										70	47	23	11	0															
		D-A. Navy	E-H.	39756				2	L6010-05C	23 Sp.	0	23	11	0															Rescheduled
		Navy	E-H.	L0356				2	L6010-05C	47 Sp.	47	0	0	0															
										70	47	23	11	0															
		D-A. Navy	E-H.	39756				3	Accumulators	23 Sp.	0	23	11	0															Rescheduled
		Navy	E-H.	L0356				3	Accumulators	47 Sp.	47	0	0	0															
										70	47	23	11	0															
		Navy	E-H.	39755	F6F-1	NXSa-112980A	10	1	23850-4/5 6501-0	43 Sp.	43	0	0	0															
		D-A. Navy	E-H.	L0357		2-2-43		1	23850-4/5 6501-0	13 Sp.	0	13	13	0															Rescheduled
										56	43	13	13	0															
		Navy	E-H.	39755				2	L6010-05C	43 Sp.	43	0	0	0															
		D-A. Navy	E-H.	L0357				2	L6010-05C	13 Sp.	13	0	13	13															
										56	43	13	13	0															
		Navy	E-H.	39755				3	Accumulators	43 Sp.	43	0	0	0															
		D-A. Navy	E-H.	L0357				3	Accumulators	13 Sp.	0	13	13	0															Rescheduled
										56	43	13	13	0															

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of: November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propeller Division

STATUS OF ORDERS CHART

A M P R 1-8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, ~~Hartford~~ & Norwich, Conn

Report Item	Approx. Man Hrs. Per Unit	Unit Wght	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Act.	Estimated Future Deliveries 1943 1944 Dec. Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec.	1945 Jan.	Reason for Delay
97	471	Navy	Wms. 35837 E-H- 35744	PG-1	NX2A-4-120525 2-2-43		22	1 2 3	23850-489 6525-01 6010-050 Accumulators	200 Sp. 200 Sp. 200 Sp.	0 0 0	200 200 200	0 0 0	0 0 0	77 120 3 77 120 3 77 120 3		
98	47	Navy	E-H- 35647 Wms. 35703	PG-1	[illegible]		5	1A 1AA 1B 1C 3 3A	(30)7850-321 6443-01 (1550) 23850-489 6505-01 6010-050 Accumulator Spare Blade 6443-21 Spare Blade 6505-21	51 1243 2000 In. 2000 In. 17 2593	51 266 679 686 757 17 583	0 1393 1393 1314 1243 0 2400	0 256 256 185 185 0 113	0 256 256 185 185 0 113	185 202 200 200 200 200 200 6 308 200 200 200 200 200 6 237 200 200 200 200 200 6 300 300 300 300 300 600		
			E-H- 35647 35649 Wms. 40137														
99	471	Navy	E-H- 35646 Wms. 39764	PG-1	NX2-260 5-15-42		5	2A 2AA 2B 2C 3	23850-489 6443-21 23850-489 6505-21 6010-050 Accumulators Spare Blades 6505-21	5 997 1500 Sp. 1000 Sp. 1000 Sp. 900	3 170 173 368 758 0	0 822 879 632 242 900	0 0 0 124 124 0	0 0 0 124 124 0	103 321 120 120 120 43 30 199 120 120 120 43 111 120 11 291 300 300 9		
			E-H- 35645														
100	471	Navy	Wms. 40529	PG-1	NX2(s)-1250 5-29-43		2	1A 2A 1B 2B 1C 2C 3	23850-489 6505-01 6010-050 Accumulators Spare Blades 6505-21	600 In. 960 Sp. 600 In. 960 Sp. 600 In. 960 Sp. 900	0 0 0 0 0 0 0	600 960 600 960 600 960 900	0 0 0 0 0 0 0	0 0 0 0 0 0 0	194 200 200 6 116 120 120 4 194 200 200 6 116 120 120 4 194 200 200 6 116 120 120 4		
			E-H- 40528														
			Wms. 40527														
101	471	Navy	Wms. 34411 E-H- 33445	TBF-2B	NX3A-4-120928 2-2-43		27	1 2	23850-489 6359-12 6010-0190	49 Sp. 49 Sp.	49 49	0 0	33 33	33 33	Completed		
102	471	Navy D-A- Navy	Wms. 35651	TBF-2B	NX3-260 5-15-42		8	1A 2A 1B 2B 3	23850-489 6359-12 6010-0190 Spare Blade 6359-12	486 In. 243 Sp. 729 486 In. 243 Sp. 729 729	486 243 729 486 243 729 42	0 0 0 0 0 0 687	0 0 0 0 0 0 42	0 0 0 0 0 0 42	287 148 252			
			E-H- 36239														
			Wms. 36239														
103	491	Navy	Wms. 42586	TBM-1	NX3-472 8-25-43		3	1A 2A 1B 2B 3	23850-489 6507-0 6010-0190 Spare Blades 6507-0	400 In. 240 Sp. 640 400 In. 240 Sp. 640 600	0 0 0 0 0 0 0	400 240 640 400 240 640 600	0 0 0 0 0 0 0	0 0 0 0 0 0 0	177 223 106 134 177 223 106 134 265 335		
			E-H- 42586														
			Wms. 42587														

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STATUS OF ORDERS CHART

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT — A. M. P. R. 1 -B

For the month of Novesber 1943

Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT

Section III Darlington, Westerly Part Propellers

Address East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE: Hub	TYPE: Blade	TYPE: Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries: Est.	Current Mo. Deliveries: Act.	Estimated Future Deliveries: 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Season for Bal.	1945 Season for Delay
111	464	Navy	Nos. 39409 E.H. 39410	TBM-1	NXSA-122828 2-2-43	2	1 2	23850-489	6359-12 4610-6190		30 Sp. 30 Sp.		30 28	0 2	0 28	0 28	2														
112	464	Navy	Nos. 40138	TBM-1	NCA(s)-355 6-16-43	1	1A 2A	23850-489	6359-12		1000 In. 600 Sp. 1600		0 278 278	1000 300 1327	0 114 114	0 114 114	104	471	300 68	123 180	74									
			E.H. 40206	TBM-3			1B 2B			4610-6190	1000 In. 600 Sp. 1600		277 0 277	723 600 1323	277 0 277	277 0 277	300 166	300 180	123 180	74								
			Nos. 40205				3	Spare Blades	6359-12		1500		0	1500	0	0	416	450	450	184										
113	509	Navy	Nos. 39430 E.H. 39757	TBV-1	NXSA-122828 2-2-43	17	1 2	23850-495	6491-21 4610-6190		110 Sp. 110 Sp.		0 0	110 110	0 0	0 0						9 9	36 36	48 48	17 17						
114	509	Navy	Nos. 38932	TBV-1	NXS-8586 11-21-42	6	1A 2A	23850-495	6591-21		300 In. 68 Sp. 368		0 0 0	300 68 368	1 0 1	0 0 0	3 3	6 2	10 6	15 9	20 12	30 18	45 18	60	80	31				
115	409	Navy	Nos. 40226	PBY-1A	NCA(s)-355 6-16-43	4	1A 2A	23850-473	6353-12		300 In. 120 Sp. 420		151 60 211	149 60 209	19 8 27	19 8 27						59 24	60 24			24 10	6 2				
			E.H. 40228				1B 2B			4611-00J	300 In. 120 Sp. 420		158 56 214	142 64 206	21 27 48	21 27 48					52 4	60 24	24		24	6 10	2				
							1C 2C	Feathering Pump			300 In. 120 Sp. 420		158 56 214	142 64 206	0 0 0	0 0 0					52 4	60 24	24		24	6 10	2				
							1CA 2CA	Push Button Switch			300 In. 120 Sp. 420		158 56 214	142 64 206	0 0 0	41 17 58					52 4	60 24	24		24	6 10	2				
							1CB 2CB	Solenoid Switch			300 In. 120 Sp. 420		158 56 214	142 64 206	0 0 0	41 17 58					52 4	60 24	24		24	6 10	2				
			Nos. 40227				3	Spare Blades	6353-12		315		54	264	0	0	21	62	11	10	65	65			25	6				
116	409	Navy	Nos. 40230	PBY-5A	NCA(s)-355 6-16-43	5	1A 2A	23850-473	6353-12		400 In. 160 Sp. 560		400 160 560	0 0 0	0 0 0	0 0 0														
			E.H. 40232				1B 2B			4611-00J	400 In. 160 Sp. 560		400 160 560	0 0 0	0 0 0	0 0 0														
							1C 2C	Feathering Pump			400 In. 160 Sp. 560		400 144 544	0 16 16	0 0 0	0 0 0	16													
							1CA 2CA	Push Button Switch			400 In. 160 Sp. 560		400 144 544	0 16 16	0 0 0	0 0 0	16													
							1CB 2CB	Solenoid Switch			400 In. 160 Sp. 560		400 144 544	0 16 16	0 0 0	0 0 0	16													

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT — A. M. P. R. 1-8 — AERONAUTICAL MONTHLY PROGRESS REPORT

For the month of November 1943 — Section III Darlington, Westerly Part Propellers

Name of Company United Aircraft Corporation, Hamilton Standard Propellers Division — Address: East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries 1943 Prev.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
121	406	1,000	Navy	Wes. 38671	0-47	NXS-2199 3-30-42	5	1	(99)23850-287 6353-18 (36)23850-473 6353-18	23 In.	23	0	0	0														
				E-H. 36111	NLD-1					85 In.	85	0	0	0															
										27 Sp.	27	0	0	0														
										135	135	0	0	0														
								2		4X11-60J 108 In.	108	0	0	0														
										27 Sp.	27	0	0	0														
										135	135	0	0	0														
								5	Pumps	108 In	0	108	108	0	108													Rescheduled
										38 Sp.	38	0	38	38													
										146	38	108	146	38														
122	447	Navy	E-H. 42660	NLD-5	SCA(a)-1447 9-7-43			1B		408-0236 200 In.	0	200	0	0				4	8	8	8	8	8	8			148	
								2B		90 Sp.	0	90	0	0					1	3	2	3	3	3	3		72	
										290	0	290	0	0														
								1C	Feathering Acc.	(270 Cancelled)																		
								2C																				
123	447	Navy	Wes. 39631	NLD-1	NXS-575 9-8-42		4	1AA	23850-473 6477-0	100 In.	100	0	10	10														
								2AA		33 Sp.	29	4	0	0	4													
			Wes. 41599	B-17F				2AAA		2 Sp.	2	0	0	0														
										135	131	4	10	10														
			Wes. 37122	NLD-1				1A	23850-473 6353-18	40 In.	40	0	0	0														
								2A	23850-473 6477-0	21 Sp.	21	0	0	0														
			E-H. 37625					2A	23850-473 6353-18	20 In.	20	0	0	0														
										216	212	4	10	10														
			E-H. 37625					1B		4X11-60J 60 In.	60	0	0	0														
								2B		21 Sp.	21	0	0	0														
			E-H. 39632					1BB		408-0158 100 In.	100	0	0	0														
								2BB		35 Sp.	35	0	0	0														
										216	216	0	0	0														
			E-H. 37625					1C	Accumulators	60 In.	60	0	0	0														
								2CA		21 Sp.	21	0	0	0														
										81	81	0	0	0														
			E-H. 39632					1CA	Pumps	160 In.	160	0	0	0														
								2CA		35 Sp.	35	0	0	0														
										195	195	0	0	0														
			Wes. 37123					3	Spare Blade 6353-18	63	63	0	0	0														
			Wes. 39315					3A	Spare Blade 6477-0	105	51	74	0	0		74												
124	447	Navy	Wes. 37594	NLD-1	NXS-767L 9-12-42		4	1A	23850-473 6477-0	400 In.	144	256	40	0													256	Rescheduled
								2A		140 Sp.	85	55	0	40													55	
										540	229	311	40	40														
			E-H. 37585					1B		408-0158 400 In.	226	174	61	61													174	
								2B		140 Sp.	63	77	22	20													77	
										540	289	251	83	81														
								1C	Pumps	400 In.	228	172	0	0													172	
								2C		140 Sp.	63	77	2	0													77	Rescheduled
										540	291	249	2	0														
			Wes. 37586					3	Spare Blade 6477-0	420	52	368	0	0													368	

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A. M. P. R. 1 -8

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, [redacted] & Norwich, Conn.

Estimated Future Deliveries

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Mos.	Reason for Delay
129	456	Navy	Wes. 37580		RB-1	NXS-7674 9-12-42	3	1A	23850-473 6477-0	400 In.	39	361	9	9	15	24	30	34	36	40	50	50	50	32				
								2A		140 Sp.	10	131	0	0	10	8	11	12	13	14	18	17	17	11				
										540	49	492	9	9														
			E-H- 37581					1B	408-615D	400 In.	60	340	20	20	48			34	36	40	50	50	50	32				
								2B		140 Sp.	11	126	5	5	5	8	11	12	13	14	18	17	17	11				
										540	71	466	25	25														
								1C	Pumps	400 In.	56	344	0	0	22	30	34	36	40	50	50	50	32				
								2C		140 Sp.	14	126	0	0	5	8	11	12	13	14	18	17	17	11				
										540	70	470	0	0														
								1CA	Solenoids	400 In.	64	336	0	20	14	30	34	36	40	50	50	50	32				
								2CA		140 Sp.	14	126	0	0	5	8	11	12	13	14	18	17	17	11				
										540	78	462	0	20														
								1CB	Pushbutton	400 In.	56	344	0	0	22	30	34	36	40	50	50	50	32				
								2CB		140 Sp.	14	126	0	0	5	8	11	12	13	14	18	17	17	11				
										540	70	470	0	0														
			Wes. 37582					3	Spare Blade 6477-0	420	9	411	0	0		74	31	36	38	42	52	52	52	34				
130	447	Navy	Wes. 39370		FV-1	NXS-18292 2-2-43		1A	23850-473 6477-12	824 In.	824	0	170	170	112														Rescheduled
								2A		134 Sp.	22	112	104	0	35	18												Rescheduled
			Wes. 41297					2A		196 Sp.	113	53	35	35														
										1154	289	165	309	205														
			E-H- 39371		FV-1			1B	408-615D	824 In.	824	0	0	0														
					EF9			2BA		3 Sp.	3	0	0	0														
					FV-1			2B		327 Sp.	327	0	30	30														
										1154	1154	0	30	30														
								1C	Pumps	824 In.	824	0	0	0														
								2C		330 Sp.	330	0	30	30														
										1154	1154	0	30	30														
								1CA	Push Button	824 In.	824	0	0	0														
								2CA		330 Sp.	330	0	30	30														
										1154	1154	0	30	30														
								1CB	Switches	824 In.	824	0	0	0														
								2CB		330 Sp.	330	0	30	30														
										1154	1154	0	30	30														
			Wes. 39372					3	Spare Blade 6477-12	352	0	352	0	0		138	214											
			Wes. 41296					3	Spare Blade 6477-12	515	0	513	0	0		405	108											
131	447	Navy	Wes. 41895		FV-1	NGA(s)-626 7-12-43		1A	23850-473 6477-12	600 In.	108	492	108	108	202	216	74											
								2A		240 Sp.	0	240	0	0	100	110	30											
										840	108	732	108	108														
			E-H- 41896					1B	408-615D	600 In.	306	294	144	144	294														
								2B		240 Sp.	43	197	43	43	81	86	30											
										840	349	491	187	187														
								1C	Feathering Pumps	600 In.	306	294	0	0	220	74											
								2C		240 Sp.	43	197	0	0	81	86	30											
										840	349	491	0	0														
								1CA	Pushbutton Switch	600 In.	306	294	0	117	220	74											
								2CA		240 Sp.	43	197	0	43	81	86	30											
										840	349	491	0	160														
								1CB	Solenoid Switch	200 In.	164	36	0	164	36													
								2CB		240 Sp.	0	240	0	0	124	86	30											
										440	164	276	0	164														

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Burlington, Westerly Part Propellers
Address East Hartford [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
139	431	Navy		39245	C-54A	NXS-12L9L 1-6-43	2	1A	23E50-473 6507-0	800 In.	216	584	60	140		52	120	144	180	108								
								2A		280 Sp.	113	167	0	27	48			18	68	38								
										1080	329	751	60	167														
								1B		L68-G15D 320 In.	320	0	0	0													584	
								1BA		L68-G23D 2080 In.	0	2080	0	0		116	140	160	64	16	220	240	260	280				
								2B		L68-G15D 78 Sp.	78	0	0	0													204	
								2BA		L68-G23D 762 Sp.	0	762	0	0		32	42	49	56	23	6	77	84	91	98			
										3840	1200	2842	0	0														
								1C		2400 In.	320	2080	0	0		116	140	160	64	16	220	240	260	280			584	
								1CA	Pumps	840 Sp.	77	763	0	0		33	42	49	56	23	6	77	84	91	98		204	
								2C			397	2843	0	0														
								2CA		3240																		
								1D	Solenoid Relay	140 In.	140	0	0	0		116	140	160	64	16	220	240	260	280			584	
								1DA		2260 In.	220	2060	0	0		34	42	49	56	23	6	77	84	91	98		204	
								2D		840 Sp.	76	764	0	0														
										3240	436	2824	0	0														
								1E	Push Button	2400 In.	320	2080	0	0		116	140	160	64	16	220	240	260	280			584	
								2E		840 Sp.	76	764	0	0		34	42	49	56	23	6	77	84	91	98		204	
										3240	396	2844	0	0														
				38457				3	Spare Blade 6507-0	840	411	426	0	0			41	147	168	67								
140	431	Navy		41735	C-54A	NCA(s)950 6-21-43	2	1A	23E50-473 6507-0	44 In.	44	0	0	0			44											
								1B		L68-G23C 44 In.	0	44	0	0														
141	431	Navy		39745	C-54	NXSA-15777 2-2-43	1	1B		L68-G15D 92 In.	92	0	0	0			44	16	116	184								
								1BA		L68-G23D 508 In.	68	440	68	68	80													
								2B		L68-G15D 24 Sp.	24	0	0	0														
								2BA		L68-G23D 186 Sp.	22	164	22	22	12	13	14	15	5	41	64							
										810	286	604	90	90														
								1CAA		600 In.	92	508	68	0	108	40	44	16	116	184								Rescheduled
								1CA	Feathering Pumps	210 Sp.	24	186	22	0	34	13	14	15	5	41	64							Rescheduled
								2CA		810	116	694	90	0														
								1CB	Solenoid Relay	520 In.	160	360	68	68	40	40	44	16	116	184							
								2CB		182 Sp.	46	136	0	22	11	13	14	15	5	37	41							
										702	206	496	68	90														
								1CC	Pushbutton	600 In.	160	440	68	68	40	40	44	16	116	184							
								2CC		210 Sp.	46	164	22	22	11	13	14	15	5	41	65							
										810	206	604	90	90														
142	447	Navy	Nas-	38429	C-60-	NXSA-15777	4	1A	23E50-471 6379-0	209 In.	209	0	0	0														
					C-67	2-2-43		1AA	23E50-475 6379-0	13 In.	13	0	0	0														
					C-67D	P.O.43-5731P		1AAA	23E50-475 6477-12	1160 In.	100	1060	0	0		74	74	74	84	100	100	100	100	100	72	82		
								2A	23E50-473 6379-0	77 Sp.	77	0	0	0														
								2AA	23E50-473 6477-12	413 Sp.	0	413	0	0		26	26	26	29	35	35	35	35	35	25	71		
										1870	399	1473	0	0														
					C-60			1B		L68-G15F 464 In.	464	0	0	0														
			E.N.	38430	C-67D			1BAA		L68-G23J 818 In.	0	818	0	0				62	84	100	100	100	100	100	100	72		
					C-67D			1BA		L411-G0L 100 In.	100	0	0	0														
					C-60			2B		L68-G15F 72 Sp.	72	0	0	0														
					C60-C57D			2BAA		L68-G23J 377 Sp.	0	377	0	0	35	26	26	26	29	35	35	35	35	35	25		Rescheduled
					C-57D			2BB		L411-G0L 35 Sp.	35	0	0	0														
					C-60-			2B		L68-G15F 6 Sp.	6	0	0	0														
				41129	C-66					1872	677	1195	0	0														
			E.N.	38430				1CA	Solenoid Relays	14 In.	14	0	0	0														
								1CB		1368 In.	450	918	0	0		58	74	84	100	100	100	100	100	100	72	30		
								2CA		490 Sp.	114	376	0	0	9	26	21	26	29	35	35	35	35	35	55			
										1872	578	1294	0	0														
								1CB	Pushbutton	1382	464	918	100	0	100	100	100	95	100	100	100							Rescheduled
								2CB		490	114	376	35	0	34	35	35	35	35	35	97	35	35	35				Rescheduled

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A. M. P. R. 1-E

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, [redacted] & Norwich, Conn.

Estimated Future Deliveries

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE: Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries: Est.	Current Mo. Deliveries: Act.	1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
151	462		Navy	37458	A-02	NXS-7786 9-2-42		1B	468-G15D	48 In.	48	0	0	0		72		52	60	80	110	140	180	200	58				
								1BA	468-G25D	952 In.	0	952	0	0															
								2B	468-G15D	5 Sp.	5	0	0	0		7	11	14	18	21	28	39	49	63	70	21				
								2BA	468-G25D	345 Sp.	14	345	14	14															
										1350	67	1297																	
								1C	Pumps	20 In.	20	0	0	0															Rescheduled
								1CA		980 In.	0	980	20	0		52	40	52	60	80	110	140	180	200	66				
								2C		5 Sp.	5	0	0	0		7	11	14	18	21	28	39	49	63	70	21			
								2CA		345 Sp.	25	345	20	0															
										1350	25	1325																	
								1CA	Push Buttons	1000 In.	18	988	0	0		52	40	52	60	80	110	140	180	200	66				
								2CA		350 Sp.	6	345	0	0		7	11	14	18	21	28	39	49	63	70	21			
										1350	24	1327	0	0															
								1CB	Switches	1000 In.	22	978	0	0		52	40	52	60	80	110	140	180	200	66				
								2CB		350 Sp.	5	345	0	0		7	11	14	18	21	28	39	49	63	70	21			
										1350	27	1323	0	0															
								1CC	Solenoid Relays	1000 In.	1000	0	0	0															
								2CC		350 Sp.	350	0	0	0															
										1350	1350	0	0	0															
152	350		Navy	Nos. 41561 Nos. 41564	Hudson III	NCR88-11511 6-12-43		5	23850-471 6379-0	30 In.	30	0	0	0				48											Rescheduled
								6	Spare Blades 6379-0	48	0	48	48	0															
153	386	Export U.S. Gov.	Nos. 43216 Nos. 43217		Lodestar	12022 10-11-43		1	23850-473 6839-12	3 In.	0	3	0	0		3													Rescheduled
								2	Spare Blades 6839-12	9	0	9	3	0		9													
154	380	C.P.AM.	Nos. 42248		Lodestar	11261 8-3-43			23850-473 6839-12	3 In.	0	3	0	0				3											
155	380	C.P.AM.	Nos. 42577		Lodestar	11261 8-3-43		4	23850-471 6839-12	2 In.	0	2	0	0				2											
								5	23850-471	2 In.	2	0	0	2															
								6	Spare Blades 6839-12	6	0	6	0	0				6											
*155A	466	Consolidated		GL2778 Nos. GL2779 GL2780	M-39	136337C 9-1-43			23850-473 0 0	3 In.	0	3	0	0		3													
									Spare Blade 6477-6	15	0	15	0	0		15													
									468-G15D	5 In.	0	5	0	0		5													
156	514	Lockheed		26380	C-69	27201 2-7-43		1	33860-53 6491-0	24 Sp.	24	0	0	0		4	8												Rescheduled
									33860-41 6491-0	12 Sp.	0	12	12	0															
										36	24	12																	
								2	(9)308-A6C (27)308-A15D	36 Sp.	36	0	0	0															
157	514	Navy		34460	C-69	NXSA-15777 2-8-43	2	1A	33860-41 6491-0	164 In.	0	164	0	0		7									8	20	130		
								2A		57 Sp.	0	57	0	0											2	48			
										221	0	221																	
								1B	308-A15D	72 In.	72	0	0	0													92		
								1BA	308-A25D	92 In.	0	92	0	0												7	47		
								2B		57 Sp.	0	57	0	0		5													
										221	72	149																	
								1C	Switches	205 In.	48	157	48	0											24	8	20	105	Rescheduled
								2C		72 Sp.	0	72	0	0		10										15	7	42	

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company United Aircraft Corporation, Hamilton Standard Propellers Division

STATUS OF ORDERS CHART

A. M. P. R. 1 -F

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Let	Cont. Item	TYPE: Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries: Est.	Current Mo. Deliveries: Act.	Estimated Future Deliveries: 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
160	514		Navy	38403	C-698	NXSA-15777 2-9-43	2	1A	33E60-41 6491-0	120 In.	0	120	0	0													120	
								2A		42 Sp.	0	42	0	0													42	
										162	0	162	0	0														
								1B	30R-4230	120 In.	0	120	0	0													120	
								2B		42 Sp.	0	42	0	0													42	
										162	0	162	0	0														
								1C	Switches	150 In.	0	150	0	0													150	
								2C		42 Sp.	0	42	0	0													42	
										192	0	192	0	0														
								1E	Indicator Lights	120 In.	0	120	0	0													120	
								2E		42 Sp.	0	42	0	0													42	
										162	0	162	0	0														
								1F	Cir. Breaker	120 In.	0	120	0	0													120	
								2F		42 Sp.	0	42	0	0													42	
										162	0	162	0	0														
								1GA	Pump	120 In.	0	120	0	0													120	
								2GA		42 Sp.	0	42	0	0													42	
										162	0	162	0	0														
								1GB	Solenoids	120 In.	0	120	0	0													120	
								2GB		42 Sp.	0	42	0	0													42	
										162	0	162	0	0														
								1GC	Pushbutton	120 In.	0	120	0	0													120	
								2GC		42 Sp.	0	42	0	0													42	
										162	0	162	0	0														
								1GD	Solenoids	162	162	0	0	0													0	
								2GD																			162	
								1H	Spinners	162	0	162	0	0														
								2H																				
								1J	Trough Anti Ice Shoes	486	0	486	0	0								222	120	120	24		267	
								2J			60	266	15	15	29													
				38404				3	Spare Blades 6491-0	550							15											
161	514		Navy	38403	C-69	NXSA-15777 2-9-43	2	2A	33E60-41 6491-0	15 Sp.	0	15	0	0														
								2B	30R-4150	8 Sp.	8	0	0	0														
											2	4	2	2	1													
								2BA	30R-4230	5 Sp.	0	5	0	0	0													
								2C	Switches	16 Sp.	1	16	0	0	1												9	
								2E	Indicator Light	13 Sp.	1	12	0	0	1												9	
								2F	Cir. Breaker	13 Sp.	1	12	0	0	1												10	
								2GA	Pumps	15 Sp.	0	15	0	0	1												9	
								2GB	Solenoids	15 Sp.	1	12	0	0	1												10	
								2GC	Pushbuttons	15 Sp.	13	0	0	0													10	
								2GD	Solenoids	15 Sp.	0	15	0	0	1												10	
								2H	Spinners	15 Sp.	0	39	0	0	1												28	
								2J	Trough Anti Ice Shoes	39 Sp.					11													
162	514		Navy	38403	C-74	NXS-17742 1-18-43	3	1A	33E60-51 6491-0	199 In.	0	199	0	0							5		1			196	
								2A		70 Sp.	0	70	0	0													69	
										269	0	269	0	0														
								1B	30R-4151	199 In.	0	199	0	0							5		1			196	
								2B		70 Sp.	0	70	0	0													69	
										269	0	269	0	0														
								1C	Switch	199 In.	0	199	0	0							5		1			196	
								2C		70 Sp.	0	70	0	0													69	

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT — A. M. P. R. 1-8 — AERONAUTICAL MONTHLY PROGRESS REPORT

For the month of November 1943 — Section III Darlington, Westerly Part Propellers

Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division — Address: East Hartford, ~~Hamilton~~ & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE: Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries: Est.	Current Mo. Deliveries: Act.	Estimated Future Deliveries: 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Jan.	Reason for Delay
166	495	Navy		37719	3SD1-1	96609 9-25-42		1A	(9)33E60-57																				
								1AA	(349)33E60-55 6501-6	358	In.	22	336	0	0					12	32	52	72	92	76				
								2A	(176)33E60-55 6501-6	176	Sp.	6	170	0	0				2	4	8	19	31	28	35	43			
					XF7F			2AA	(3)33E60-41 6501-0	3	Sp.	0	1	0	0	3													
										537		28	509	0	0														
								1B	LM10-000	358	In.	37	321	0	0					29	52	72	92	76				
								2B		179	Sp.	7	172	0	0				1	4	8	19	31	28	35	46			
										537		44	493	0	0														
								1C	Accumulator	358	In.	37	321	0	0					29	52	72	92	76				
								2C		179	Sp.	7	172	0	0				1	4	8	19	31	28	35	46			
										537		44	493	0	0														
								1D	Spinners	358	In.	0	358	2	0	5	5	3	7	14	32	52	72	92	76			Rescheduled
								2D		179	Sp.	0	179	0	0	6	3	2	4	8	19	31	28	35	43			
										537		0	537	2	0														
				37720				3	Spare Blade 6501-6	537		15	529	0	0			4	11	21	48	78	108	138	114				
167	495	Navy		34419	3SD1	NXSA-LL22928 2-2-43	7	1	33E60-55 6501-6	36	Sp.	0	36	0	0								15	21					
								2	LM10-000	36	Sp.	0	36	0	0								15	21					
								3	Accumulators	36	Sp.	0	36	0	0								15	21					
								4	Spinners	36	Sp.	0	36	0	0								15	21					
168	514	Army		34217	AA-38	AC36214 43-17523E 1-8-43		1	33E60-41 6491-12	6	In.	1	5	0	0	5													
								2	LM8-615D	6	In.	6	0	0	0														
								3	Feathering Acc.	6	In.	6	0	0	0														
169	360	Navy		34408	3SD-5	NXSA-LL22928 2-2-43	1	1	33D50-111 6511-9	24	Sp.	24	0	0	0	Completed													
								1A		108	Sp.	108	0	14	14														
										132		132	0	14	14														
								2	LM10-6LC	132		132	0	0	0														
								3	Accumulators	132		132	0	0	0														
170	360	Navy		34112	3SD-5	NXSA-8070 10-19-42		1A	33D50-111 6511-9	83																			
								1AB	33D50-111 6511-9	749																			
								1ABA	33D50-111 6511-9	492																			
										1325	In.	1325	0	0	0														
								2AB	33D50-113 6511-9	561	Sp.	561	0	0	0														
										1886		1886	0	0	0														
								1B	LM10-6LC	1325	In.	1325	0	0	0														
								2B		561	Sp.	561	0	0	0														
										1886		1886	0	0	0														
								1C	Accumulators	1325	In.	1325	0	0	0														
								2C		561	Sp.	207	554	554	0		354												Rescheduled
										1886		1532	554	554	0														
				34113	3SD-5 A-61B			3	Spare Blade 6511-9	480		480	0	46	46														
				34457	3SD-5			3	Spare Blade 6511-9	1508		1052	456	135	127	589	67												
171	360	Navy		34810	3SD-5	NXA(s)-295 2-18-43	1	1A	33D50-111 6511-9	616	In.	616	0	0	0														
								1AA		584	In.	584	0	0	0														
								2A		548	Sp.	140	268	161	140	268													Rescheduled
								2AA		202	Sp.	202	0	45	141														

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

A. M. P. R. 1-8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, ~~HAMILTON~~ & Norwich, Conn.

Report Item	Approx. Man Hrs Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Let	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
176	560	Navy		38469	A-02B	XRS-12170L 1-6-43	6	1A	33D50-111 6511-9	644																		
								1AA	33D50-111 6511-9	496																		
								1AAP	33D50-111 6511-9	150																		
										1290	In.		644	556	130	0		130	100	66	130	130						Rescheduled
								2A	33D50-111 6511-9	350	Sp.																	
				41351	C-50			2AA	33D50-111 6511-9	2	Sp.																	
				38469	A-02B			2AA	33D50-111 6511-9	158	Sp.																	
										510			194	256	45	0		46	46	35	8	45	46					Rescheduled
										1620			838	782	175	0												
								1B		4010-44C	1200	In.	1222	178	100	100		78	100									
								2B			420	Sp.	309	111	46	46		35	26	5	45							
											1620		1531	289	146	146												
								1C	Accumulators		1200	In.	922	278	100	0		100	78	100								Rescheduled
								2C			420	Sp.	264	157	46	0		45	35	26	5	46						Rescheduled
											1620		1186	435	146	0												
				38470	A-02			3	Spare Blades 6511-9		1800		514	1266	0	0		321	321	323	321							
177	567	Navy		36219	J808-1	XRL08-4817 6-18-42		1	33D50-101 6457-6		12	In.	0	12	0	0											12	Pending Cancellation
											6	Sp.	0	6	0	0											6	
											18		0	18	0	0												
								2		508-015C	12	In.	0	12	0	0											12	Pending Cancellation
											6	Sp.	0	6	0	0											6	
											18		0	18	0	0												
								3	Feathering Acc.		12	In.	0	12	0	0											12	Pending Cancellation
											6	Sp.	0	6	0	0											6	
											18		0	18	0	0												
								4	Panel		5	In.	0	5	0	0											5	Pending Cancellation
								4A	Generator		18	In.	0	18	0	0											18	
								4B	Switch		18	In.	0	18	0	0											18	
178	689	Army		34973	XB-32	19719 6-17-41		1B	(5)25F60-35 (1)25F60-21	6445-6	6	Sp.	5	1	0	0		1										
								2B		508-41C	2	Sp.	2	0	0	0												
								3B	Feathering Acc.		2	Sp.	2	0	0	0												
179	689	Navy		30161	XB-39	11430-31 9-18-41	27F	1	(5)25F60-21 6497-6																			
								1	(2)25F60-35 6497-6																			
								1A	(7)25 F60-35 6497-6		56	In.	56	0	0	0		Completed										
								1A	(56)25F60-35 6497-6		11	Sp.	11	0	0	0												
								1B	25F60-35 6497-6		1		1	0	0	1												
											68		68	0	0	1												
								2		(4)508-46C																		
										(4)508-415C	56	In.	56	0	0	0												
										(60)508-4150	12	Sp.	12	0	0	0												
											68		68	0	0	0												
								3	Feathering Acc.		56	In.	56	0	0	0												
											12	Sp.	12	0	0	0												
											68		68	0	0	0												
180	689	Navy		34703	B-29	XRS-5911		1	25F60-35 6497-6		33	In.	33	0	0	0		Completed										
								2		(16)508-415C	200	In.	200	0	0	0												
										(262)508-4150	78	Sp.	78	0	0	0												

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STATUS OF ORDERS CHART

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

A. M. P. R. 1 -8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, ~~Bridgeport~~ & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	1945 Dec.	Reason for Delay
188	471	Navy		39779	F-510	NOA(s)338 11-18-42	2	1A	2L)50-65 J6487-2L	220 In.	220	0	0	0													
								1AA	2L)50-65 J6523-2L	470 In.	470	0	225	225													
								1AAA	2L)50-87 R6523-2L	310 In.	0	310	0	0	198	112											
								2A	2L)50-65 J6523-2L	128 Sp.	128	0	109	109													
								2AA	2L)50-87 R6523-2L	222 Sp.	0	222	0	0			67	155								
										1350	818	532	334	334													
								1B	L6016-G21S	1000 In.	1000	0	383	383													
								2B		450 Sp.	880	170	233	165	138	32											Rescheduled
										1450	1880	170	616	548												
								2C	Spinners	350 Sp.	226	124	70	61	52	72											Rescheduled
				39781				3	Spare Blade	J6487-2L 1	1	0	0	0													
								3AA		R6487-2L 141	0	141	0	0	123	18											
								3A	Spare Blade	J6523-2L 210	0	210	0	0	210												
								3AAA	Spare Blade	R6523-2L 1648	0	1648	0	0	314	309	300	433	292							
189	406	Navy		30567	Exp.	88658 6-30-41		2	2L)60-5	B-6487-0 Later	1 In.	0	1	0	0		1										
190	629	Navy		39582	XFD-2	NOA(s)-326 2-03-43		1A	2L)50-31	6501-0	13 In.	13	0	3	4												
								2A		2 Sp.	0	2	0	0	2											
										15	13	2	3	4													
				39583				3	Spare Blades	6501-0	32		32	0	0	0												
191	681	Army		42901	Flight Test	AC-21978 9-13-43			2L)60-33	6491-12	1 In.	0	1	0	0				1								
										L6718-W3C	1 In.	0	1	0	0				1								
192	661	Hughes		27541	D-2	2850 6-19-40			2L)60-21	6490-0	1 In.	0	1	0	0		1										
									2L)60-23	0	1 In.	0	1	0	0												
											2	0	2	0	0												
										588-G40	2 In.	2	0	0	0												
193	Later	Army		42935	XA-41	33-038 AC-20878 9-3-43		1	2L)60-33	6501-0	1 In.	0	1	0	0	1											
								2		L6718-W3C	1 In.	0	1	0	0		1										
194	681	Army		39615	AT-9A	W535-AC38961 4-7-43		1	2L)60-28	6502-0	2 In.	2	0	0	0												
								2		L6718-W1A	1 In.	1	0	0	0												
								2		L6718-W3C	1 In.	0	1	0	0		1										
								3	Spinners		2 In.	2	0	0	0												

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			59781			3	Spare Blade	26487-0L	1		1	0	0	0							
						3AA		26487-0L	141		0	141	0	0	123	18					
						3A	Spare Blade	26525-0L	210		0	210	0	0	210						
						3AAA	Spare Blade	26525-0L	1648		0	1648	0	0	344	309	300	433	262		
189	Later	Navy	30567	Exp.	88658 6-30-41	2	2L260-5	B-6L87-0 Later	1	In.	0	1	0	0		1					
190	689	Navy	39842	XFU-2	NGA(s)-326 2-23-43	1A	2L250-31	6561-0	13	In.	13	0	3	4							
						2A			2	Sp.	0	2	0	0	2						
									15		13	2	3	4							
			39843			3	Spare Blades	6561-0	32		32	0	0	0							
191	681	Army	42901	Flight Test	LL-2L978 9-13-43		2L260-33	6L91-12	1	In.	0	1	0	0				1			
								L018-W3C	1	In.	0	1	0	0				1			
192	681	Hughes	27541	D-2	2850 6-19-40		2L260-24	6L92-0	1	In.	0	1	0	0		1					
							2L260-23	0	1	In.	0	1	0	0							
									2		0	2	0	0							
								588-0L0	2	In.	2	0	0	0							
193	Later	Army	42955	XA-41	33-038 LL-2088E 9-3-43	1	2L260-33	6561-0	1	In.	0	1	0	0	1						
						2		L018-W3C	1	In.	0	1	0	0		1					
194	681	Army	39613	XP-5L	W-35-AC5A961 L-7-43	1	2L260-26	6502-0	2	In.	2	0	0	0							
						2		L018-R1A	1	In.	1	0	0	0							
						2		L018-W3C	1	In.	0	1	0	0		1					
						3	Spinners		2	In.	2	0	0	0							
195*	681	Vega Aircraft	43522	XPGV	338658 10-28-43	1	2L260-later	6L91-0	6	In.	0	6	0	0					6		
						2		L08-027G	6	In.	0	6	0	0			6				
						3	Spinners		6	In.	0	6	0	0							
			43526			4	Spare Blades	6L91-0	4		0	4	0	0				4			
196*	681	Pratt & Whitney	43712	P-47J	661179 11-15-43		2L260-29	6507-2	1	In.	1	0	0	1	Completed						
								L010-019D	1	In.	1	0	0	1							
196A*		Fairchild Air.	43731	Exp.	C-2147 11-19-43		Pumps		6		0	6	0	6	Completed						
196B*		Fairchild Air.	41211				Spinners		4		2	2	0	2	2						
197	Later	Army	30670	XP-55	L930 6-30-41		6260L0-4	2811A1-18 2811A2-18	2	In.	0	2	0	0	2						
197A	Later	Army	30681	XP-55	19379 6-30-41		6260L0-4	2811A1-18 2811A2-18	1	In.	0	1	0	0	1						
198	Later	Navy	30475	Exp. Test	NXS-8561 6-29-42		62L060	2C12A1-0 2C12A2-0	1	In.	0	1	0	0					1	Schedule later	
199	Later	Navy	43129	FL2F-1	NGA(3)-1615 10-4-43		62L060-7	2C15B1-21 2C15B2-21	1	In.	0	1	0	0					1	Schedule later	
200	Later	Navy	43125	FL2F-1	NGA(3)1615 10-4-43		62L060-6	2C15B1-21 2C15B2-21	4	In.	0	4	0	0					4	Schedule later	
201	Later	Army	37806	XP-69	33277 10-18-42		625070	2C15B1-18 2C15B2-18	3	In.	0	3	0	0		3					
202	Later	Navy	40151	XBTC-2	NGA(3)1435 5-15-43		625070	2C15B1 2C15B2	3	In.	0	3	0	0		3					
203	Later	Boeing Aircraft	42220	XF8B-1	98-12911,8 8-7-43	1	625070-9	2C15B1-18 2C15B2-18	4	In.	0	4	0	0			1	1	1	1	
204	Later	Army	29015	Exp.	15866 12-3-40	1	625070-1	2C15B1 2C15B2	1	In.	0	1	0	0	1						
							Super Hydro Control (cancelled)														

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STATUS OF ORDERS CHART

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

A. M. P. R. 1-8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Fort Propellers
Address: East Hartford, ~~Hamilton~~ & Norwich, Conn.

Report Item	Approx. Main Hsg. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
205		Later	Navy		L2819	YB-35 B-35	NOA(S) 762		1A-18 2A-28	828060-24, 2C1581-82	852 In. 298 Sp. 1150	0 0 0	852 298 1150	0 0 0	0 0 0							4 1 5	8 3 11	20 7 27	48 7 55	48 17 65	48 17 65	678 256 934	
					L2820				3A-38	Sp. Blades 2C1581-82	2044		0	2044	0	0						10	20	56	115	115	115	1611	
206		Later	Army		38954	XB-35	W535-ac36496			828060-24	2C1541-0 2C1542-0	12 In.	0	12	0	0		4	2	2	4								
207		Later	Army		37993	XP-71	W535-43-32766 10-17-42			828060	2C1581-30 2C1582-30	6 In.	0	6	2	0			3	3									Rescheduled
208		Later	Navy		39834	ST820-1	NOA(S)-244 5-1-43	1		826080-9	2C1581-12 2C1582-12	4 In.	0	4	0	0		4											
209		Later	Army		33489	XP-72 Exp.	W535-AC23649			826080	2C1581-0 2C1582-0	2 In.	0	2	0	0		1	1										
210		Later	Army		35888	B-17	25787 3-24-42			3250-7	2C15A1-6	6 In.	0	6	0	0												6	Schedule Later
211		Later	Navy		L0826	FAF	NOAS-578 4-13-43	1		3250-11	2B11B1-12	1 In.	0	1	0	0			1										
212		Later	Navy		35915	FAU-1	NXS-5921 5-26-42			3250-7	2C15B1-8	3 In.	0	3	0	0			3										
213		Later	Navy		37657	VS-326A Exp.	NXS-10851 9-7-42	1		L260	L020B1-20	1 In.	0	1	0	0		1											
214		Later	Army		33889	B-29	W535-AC05467 4-22-42			L260	L020B1-24	2 In.	0	2	0	0												2	Schedule Later
215		Later	Navy		L2681	FAU-4	NOA(S) 1140 9-10-43	1A 2A		L260	2C1581-21	1000 In. 600 Sp. 1600	0 0 0	1000 600 1600	0 0 0	0 0 0					4 2 6	7 4 11	10 6 16	20 12 32	50 30 80	130 78 208	200 120 320	205 123 328	205 123 328	129 78 207	
					L2682				3	Sp. Blades 2C1581-21	2600		0	2600	0	0					10	16	26	52	130	338	520	585	585	338	
216*		Later	Navy		43752	FTF-1	LI NOAS 1855 10-7-43	1		L260	2C1581-24	1000	0	1000	0	0												1000	Schedule Later
								2			600 1600		0 0	600 1600	0 0	0 0												600	Schedule Later
								3	Sp. Blades	2C1581-24	2600		0	2600	0	0												2600	Schedule Later

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

STATUS OF ORDERS CHART

A. M. P. R. 1-8

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address East Hartford [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Bals.	1945 Reason for Delay
									SPARE BLADES																			
1			CP&M	Nor. 36851	T-50	6706 7-3-41	57		6135-15	882	707	175	60	60		175													
2			Cleveland Auto Tool Co.	Nor. 43006	Beech-craft	99316-13 10-5-43	1		6135-12	2	2	0	0	0	Completed														
3			Hondureno	Nor. 42285	F-45	11952 7-22-43			6135-12	8	2	6	2	2		6													
4			Dodson Air Service	Nor. 42450	S98B	Later	1		6135-6	2	2	0	0	0	Completed														
5			Army	Nor. 37275		STMA-10853			6135-9	1	1	0	1	1	Completed														
6*			Monarch Air Service	Nor. 36971	Stinson				6135-6	2	2	0	0	2	Completed														
7			CAA	Nor. 42858	Look-heed 10A	111-506	1		6167-6	6	6	0	6	6	Completed														
8			Beech Air.	37598					6167-15	1	0	1	0	0		1													
9			Navy	EH 35816	AT-11	43-10559D 4-28-42	25	20	6167-15	418	418	0	0	0	Completed														
				Nor. 41140				61	6167-15	282	282	0	0	0	Completed														
10			Navy	41473	0820-3	N2888-11474 6-10-43	1		6167-12	16	16	0	0	0	Completed														
11			Navy	Nor. 41760	King Fisher	N2888-15066 6-10-43	11		6167-12	12	12	0	0	0	Completed														
12			Can. Prop.	Nor. 43288		A-8646 10-6-43	2		6167-12	2	2	0	2	2	Completed														
13			Can. Prop.	Nor. 43289		A-8646 10-6-43	3		6167-15	2	2	0	2	2	Completed														
14*			Army	Nor. 43537	L 12	33-038 10-30-43			6167-15	28	28	0	0	28	Completed														
15			CP&M	Nor. 42903		11517	1		6101-6	6	6	0	6	6	Completed														
16			Curtiss Wright	37291		Service Dept.			D6101-12	1	0	1	1	0		1													Rescheduled
17*			Navy	Nor. 42989	AT-6	98475 4-18-42	200		6101-12	150	150	0	0	0	Completed														
18			Netherlands	Nor. 41617	Fokker 18	11859	1		6101-6	6	6	0	0	0	Completed														
19*			Alaska Star Air.	Nor. 43450	Pacemaker		1		6101-12	2	2	0	0	2	Completed														
20			Curtiss Wright	37212					D6101-12	1	0	1	1	0		1													Rescheduled
21*			CP&M	Nor. 43594	AT-6	10080 10-29-43	1		6101-6	6	0	6	0	0		6													Rescheduled

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	Service									2	0	0	0	Completed										
5	Army	Nor. 37275		BTNA-10853			6135-9	1	1	0	1	1	Completed											
6*	Monarch Air Service	Nor. 36971	Stinson				6135-6	2	2	0	0	2	Completed											
7	CAA	Nor. 40858	Lock-heed 10A	111-506	1		6167-6	6	6	0	6	6	Completed											
8	Beech Air.	37398					6167-15	1	0	1	0	0		1										
9	Navy	BN 35816	AT-11	43-10558D 4-28-42	25	20	6167-15	418	418	0	0	0	Completed											
		Nor. 41140				61	6167-15	282	282	0	0	0	Completed											
10	Navy	41475	0820-3	N2888-11434 6-10-43		1	6167-12	16	16	0	0	0	Completed											
11	Navy	Nor. 41760	King Fisher	N2888-15066 6-10-43		11	6167-12	12	12	0	0	0	Completed											
12	Can. Prop.	Nor. 43288		A-8646 10-6-43		2	6167-12	2	2	0	2	2	Completed											
13	Can. Prop.	Nor. 43289		A-8646 10-6-43		3	6167-15	2	2	0	2	2	Completed											
14*	Army	Nor. 43537	L 12	33-038 10-30-43			6167-15	28	28	0	0	28	Completed											
15	CP&W	Nor. 42903		11517		1	6101-0	6	6	0	6	6	Completed											
16	Curtiss Wright	37281		Service Dept.			D6101-12	1	0	1	1	0		1										Rescheduled
17*	Navy	Nor. 42929	AT-6	90475 4-18-42		20C	6101-12	150	150	0	0	0	Completed											
18	Netherlands	Nor. 41617	Fokker 18	11859		1	6101-0	6	6	0	0	0	Completed											
19*	Alaska Star Air.	Nor. 43450	Pacemaker			1	6101-12	2	2	0	0	2	Completed											
20	Curtiss Wright	37212					D6101-12	1	0	1	1	0		1										Rescheduled
21*	CP&W	Nor. 43554	SL7D	10020 10-20-43		1	6101-0	6	0	6	0	0	6											
22	BA Navy	35661	SO5C	NXS-260	6	5	D6101-12	720	0	720	106	0		130	138	212	106	134						Rescheduled
23	Navy	Nor. 42592	Miles Master	NOA(S)726 5-10-43	1	4	6101-8	36	36	0	0	0	Completed											
24	Navy	39297	SO5C	NOA(S)-334 1-30-43		-2-3	D6101-12	110	110	0	0	0	Completed											
25	Navy	Nor. 41757	North-rop			7	6101-6	9	9	0	9	9	Completed											
26	Navy	Nor. 41758	Master 3	N288(S)15066 6-16-43		8	6101-8	325	0	325	0	0	100	100	125									
27*	Can. Prop.	Nor. 43592		Later			6101-	1	1	0	0	0	Completed											
28	Can. Prop.	Nor. 43287		A-8646 10-6-43		1	6101-84	1	1	0	1	1	Completed											
29	Navy	Nes. 40142	F3A-1	NXS-8686 11-21-42	2	1A	6625-21	372	0	372	0	0		173	199									
30	Hughes	CL2507		D-20			6625-0	8	8	0	0	0	Completed											
31	Army	43246	B-29	W33-038-AC 885 10-12-43		1	6621-6	12	0	12	0	0		12										
32	Navy	35818	C54A	11490S1	25	22	6507-0	2	2	0	0	0	Completed											
33	Frigidaire	42715	Later	9-21-43		1	6507-2	435	435	0	125	125	Completed											
34	Frigidaire	42716	P&W	9-21-43		2	6507-0	215	215	0	182	182	Completed											
35*	Remington Rand	43645		10745 11-11-43		1	6507-0	6	6	0	0	6	Completed											
36	Army	37400	DC-3	W535AC09028			6105-9	27	27	0	3	3	Completed											
37	Navy	41759	Chese-peake	N2888-15066 6-16-43		9	6105-6	21	0	21	21	0	21											Rescheduled
38	Australia	Nes. 43036	DC-3	11958 8-25-43		3	6105-18	3	0	3	3	0		3										Rescheduled
39	Navy	41770	Mart-let-4	N2888-15066 6-16-43		22	6503-18	3	0	3	0	0	3											
40*	Pacific Air.	C33687	Consig.				J6J87-84	4	4	0	0	4	Completed											

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

STATUS OF ORDERS CHART

A. M. P. R. 1-E

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, ~~Hartford~~ & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub	TYPE Blade	TYPE Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est	Current Mo. Deliveries Act	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Season for Jan.	Feb.	Delay
											SPARE BLADES																					
41			Navy	Nos. 41767	Hudson 3-4	NZB8815000 6-16-43		19			6879-0	288	0	288	0	0			88	100	100											
42			Navy	Nos. 38851	AT-11	NXS-797 9-29-43	3	4			6879-0	300	0	300	0	0	152		148													
43			Navy	Nos. 40469	C-60	NOA(S)-358 5-12-42	2	3			6839-12	38	0	38	32	0			6	32												
44			Continental	Nos. 43841	Lodes-tar	C 12987 10-15-43		1			6839-12	3	0	3	3	0				3												
45			N.S.F.	42338		8-11-43					6493-18	30	0	30	0	0	30														
46*			American Air.	43565	DC-3	143-261 11-5-43		1			6493-18	18	0	18	0	0			18													
47			Navy	Nos. 38826	C-47	NXS-2631 5-30-42		4A			6853-18	420	234	186	186	0	27	159													Rescheduled
48			Navy	42260	A20B	N298(B) 15796 8-6-43		1			6853-21	90	0	90	0	0					45	45									
49*			Navy	Nos. 40465	A20C	NOA(S)535 4-5-43	2	5			6853-21	240	50	190	0	0	30	70	90													
50			Navy	36620	DB-7B	NXS-11141 8-11-43	1	2			6853-21	132	132	0	0	0	Completed															
				Nos. 39788	DB-7B	NXS-11141 8-11-43	1	2			6853-21	258	161	97	0	0	71	26														
51			Navy	Nos. 41764	Balti-more	NZ99e-15066 6-16-43		15			6853-12	561	0	561	0	0	61	200	150	150												
52			Navy	Nos. 40467	DB-7	NOA(S)535 4-5-43	3	120			6853-21	125	0	125	0	0	59	66														
				N.S. 41212	DB-7	NOA(S)535 4-5-43	3	120			6853-21	50	50	0	0	0	Completed															
53			Navy	Nos. 40971	DB-7B	NOA(S)726 5-10-43	4	1			6853-21	63	0	63	0	0	42	21														
54			Navy	Nos. 41765	Liber-ator 5	NZ99e-15066 6-16-43		16			6853-18	180	0	180	0	0			120	60												
55			Navy	Nos. 40466	M-187	NOA(S)535 4-5-43	3	119			6853-12	310	260	50	0	0		50														
56			Navy	37474	M-187	LL90851 5-11-42	14	6			6853-12B	213	213	0	0	0	Completed															
				Nos. 39787	M-187	LL90851	14	6			6853-12	1104	992	112	226	114		112														Rescheduled

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No & date	Lot	Cont. Item	TYPE Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Bal.	Reason for Delay
									SPARE BLADES																			
72			Navy	ER 32004	Vul-72	LL87957 10-14-41	1	1070	6359-24	146	146	0	0	0	Completed													
			Wes. 40448					1070	6359-24	546	546	0	108	108														
73			Navy	Wes. 39652 38293	B-25	WAS 15397	1		6359-18	1863	1533	330	255	102	96	81	153											Rescheduled
									6359-18	667	667	0	0	0													
74			Navy	Wes. 42261	B-25C	W2885-15796 8-6-43	2		6359-18	45	45	0	45	45	Completed													
75			Navy	Wes. 41766	Vang. 1	W2885-15066 6-16-43	18		6359-24	3	3	0	3	3	Completed													
76			Navy	Wes. 35667	TBF-2	WAS260 5-15-42	7	3	6359-12	906	791	115	265	265	115													
			E.E. 40126					3	6359-12	90	90	0	0	0														
77			Navy	E.E. 31956	Vickers Welling-ton	LL99566 10-18-41		127E	6443-0	632	632	0	0	0														
78			Navy	Wes. 42424	"	LL99566 10-18-41		127E	6443-0	156	146	11	150	146	6	5												Rescheduled
79*			E.S.P.	Wes. 43711					6443-0	50	0	50	0	0	35	15												
80			Navy	40287	O-49	NGA(S) 454 3 5-24-43	3	175	A6241-6	75	0	75	0	0		75												
81			Navy	41762	Stinson	W88(S)15066		13	A6241-6	6	0	6	0	0				6									
82			Army	42595	P-47B	LL-1803E 8-26-43		1	6501-0	8	8	0	0	0	Completed													
83			Navy	E.E. 37850	PBF-1	WAS-5803 4-30-42		3	6501-0	510	510	0	0	0														
			Wes. 41600					3	6501-0	126	31	95	0	0	95													
84			Navy	41768	Martlett I & IV	W2885-15066 6-16-43		20	6395-18	160	0	160	0	0		50	50	60										
				44478	PC-5	66700			6619-18	12	12	0	0	0	Completed													

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company: United Aircraft Corporation, Hamilton Standard Propellers Division

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address: East Hartford, ~~Connecticut~~ & Norwich, Conn.

Report Item	Approx. Man Hrs. Per Unit	Unit Wght.	Procuring Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE: Hub Blade Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries: Est.	Current Mo. Deliveries: Act.	Estimated Future Deliveries: 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bals.	Reason for Delay.
									SPARE CONTROLS																			
14			Navy	39136	Beau-fort	NXSA-21529 1-11-43		7	4K11-G1L	910	910	0	0	0	Completed													
				39136	Beau-fort	NXSA-21529 1-11-43		7A	4K11-G1U	150	150	0	150	150														
15			CP&W	41616	Lock-heed	10828 6-16-43		2	4K11-G0L	4	4	0	0	0	Completed													
16			Pan-Amer.	42812	DC-3	6604.7 9-4-43		2	4K11-G0J	3	3	0	0	0	Completed													
17			UAC	42988	L-18	12007		1	4K11-G0L	1	1	0	1	1	Completed													
18			CP&W	42446	Hudson III	11119 8-17-43		2	4K11-G0L	55	55	0	27	27	Completed													
19*			Mid Continent Air.	43584	L18-07	27596 11-5-43		1	4K11-G0J	1	0	1	0	0	1													
20*			Hawaiian Air.	43660	DC-3	301 10-22-43			4K11-G0J	3	0	3	0	0	3													
21			Navy	41404	A-08	NOA(S)526 7-3-43	2	1B 1BA	4G8-G15D	2	2	0	2	2														
								2B	4G8-G23D	1498	6	1492	6	6	60	10	72	101	141	190	243	303	284	88			
								1C 2C	Pumps	1500	0	1500	0	0	68	10	72	101	141	190	243	303	284	88			
22			Navy	42533	950-7	NOA(S) 1250 8-23-43	4	1B	4G8-G23J (540 cancelled)																			
23			Amer. Airlines Inc.	42857	C-46A	131-888A 9-17-43		1	4G8-G15D	2	2	0	0	0	Completed													
24			Navy	39092	A-20-G	NOA(S)348		2BBE	Solenoid	525	525	0	0	525	Completed													
25*			Eastern Air.	43732	DC-3	4707 11-18-43			4G8-G23D	75	0	75	0	0	30	45												
26			Lockheed Air.	43148	C-69	5-7947 10-1-43	1	1	3G8-A23D	1	0	1	0	0	1													
27			Army	37187	XP-51B	AC-42553		2A	4G10-G21D	3	0	3	0	0	3													
28*			Defense Plant Corp.	43604	Test Stand	2-6830 10-22-43		1	4G10-G19D	3	0	3	0	0	3													
29			Amer. Exp. Air	42826	BS-4A	5992-43 8-14-43			5K11-A1J	1	1	0	0	0	Completed													

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	[illegible]	[illegible]	TC-3	6667 9-4-43		2		LW11-GOJ	3	3	0	0	0	Completed																	
17	DAC	L2588	L-18	12007		1		LW11-GOL	1	1	0	1	1	Completed																	
18	CPAB	L2826	Hudson III	11119 8-17-43		2		LW11-GOL	55	55	0	27	27	Completed																	
19*	Mid Continent Air.	L3581	L18-07	27596 11-5-43		1		LW11-GOJ	1	0	1	0	0	1																	
20*	Hawaiian Air.	L3640	DC-3	301 10-22-43				LW11-GOJ	3	0	3	0	0	3																	
21	Navy	L1104	A-26	NGA(S)526 7-3-43	2	1B 1BA		LW8-G15D	2	2	0	2	2																		
						2B		LW8-G25D	1498	6	1492	6	6	60	10	72	101	141	190	243	303	284	88								
						1C 2C		Pumps	1500	0	1500	0	0	68	10	72	101	141	190	243	303	284	88								
22	Navy	L2533	P50-7	NGA(S) 1250 8-23-43	4	1E		LW8-G25J (540 cancelled)																							
23	Amer. Airlines Inc.	L2857	C-54A	131-888A 9-17-43		1		LW8-G15D	2	2	0	0	0	Completed																	
24	Navy	39292	A-20-G	NGA(S)348		2BNB		Solenoid	525	525	0	0	525	Completed																	
25*	Eastern Air.	L3732	DC-3	4707 11-18-43				LW8-G23D	75	0	75	0	0	30	45																
26	Lockheed Air.	L3148	C-69	5-79447 10-1-43	1	1		LW8-A25D	1	0	1-	0	0	1																	
27	Army	37187	XP-51B	AC-38553		2A		LW10-G21D	3	0	3	0	0	3																	
28*	Defense Plant Corp.	L3604	Test Stand	2-6830 10-22-43		1		LW10-G19D	3	0	3	0	0	3																	
29	Amer. Exp. Air	L2826	BS-LL	5999-43 8-14-43				3W11-A1J	1	1	0	0	0	Completed																	
30	Pan. Amer.	L2356	DC-3	65921 8-3-43				LW13-G	1	1	0	0	0	Completed																	
31	Pan. Amer.	L2813	DC-3	6667 9-4-43		3		LW13-G	2	2	0	0	0	Completed																	
32	United Airport	L2284	L-11H	11037 8-10-43		1		LW13-G	1	1	0	0	0	Completed																	
33	United Airport	L2583	Hornet	11131 8-24-43		1		LW13-G	1	1	0	0	0	Completed																	
34	Trinidad	37716	Lodes-tar	11160 8-4-43		4A		LW13-G	1	1	0	0	0	Completed																	
35	Chev. Motor & Axle Co.	L2499	Test Stand	TA-46834 8-19-43		-		LW13-G	1	1	0	0	0	Completed																	
36	Pan. Amer.	37402	C-54	201090				LW11-GIJ	5	0	5	0	0		5																
37	Can. PAA	L2445	Canso.	11119 8-17-43		1		LW11-GOJ	25	25	0	0	0	Completed																	
38	Pan. Amer.	L2811	T50	6667 9-4-43		4		LAL-G5	1	0	1	0	0	1																	
39	CPAA	L1635	B-LL7	1082B 6-16-43		1		LAL-G5	2	0	2	0	0	2																	
40	CPAA	L1801	Beech-craft	10972		1		LAL-G5	6	6	0	0	6	Completed																	
41	Pratt & Whitney	L1116	Test	0335L3 5-17-43				LW18-M8C	3	0	3	3	0		3																
42	Allison Div.	L1887	P-38K	C 16664 7-8-43	1	1		LW18-M2B	1	1	0	0	1	Completed																	
43*	Pratt & Whitney	36155	Exp.	V.S.-32cA				LW18-M2B	1	0	1	0	0	1																	
44	Navy	L2592	R2LD C-87	N288a-15796 8-6-43		3		3L11-AOJ	681	250	431	150	250	200	231																
45	Navy	L2375	R2LD C-87	N288a-15796 8-6-43		3A		3L11-GOJ	240	185	55	46	0	55																	
46	Amer. Air.	L2493	C-87	131-901A 9-0-43		1		3L11-GOJ	3	3	0	0	0	Completed																	
47	Navy	L1149	J29-5	NOAas-11378		1		1S10-GLE	15	0	15	0	0		15																
						1A		1S10-GLA	10	10	0	0	0																		
								1S10-GLE	3	0	3	0	0		3																
48	Pan. Amer.	L2856	DL7D	6407 Exp.		1		LB15-L6C	3	0	3	0	0										3								
49	Pan. Amer.	L2855	DL7D	6406 Exp.		1		LB15-L6C	3	0	3	0	0										3								

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MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of November 1943
Name of Company United Aircraft Corporation, Hamilton Standard Propellers Division

A. M. P. R. 1 -2

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Darlington, Westerly Part Propellers
Address East Hartford, [redacted] & Norwich, Conn.

Report Item	Approx. Man Hrs Per Unit	Unit Wght.	Proc...ing Agency	Sales Order	Model Designation	Cont. No. & date	Lot	Cont. Item	TYPE Hub	TYPE Blade	TYPE Governor	Total Quantity On Contract	Quant. Prod. to date Accepted	Total to be Accepted	Current Mo. Deliveries Est.	Current Mo. Deliveries Act.	Estimated Future Deliveries 1943 Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	1945 Bal.	Reason for Delay
					BUSINESS UNDER NEGOTIATION																										
					B-25 A-20B	L.I.NGA(s)-1229					L&11	998																			
					A-20 C-47-53	L.I.NGA(s)-1229					L&11	561																			
					C-78	L.I.NGA(s)-1229					1A4	215																			
					AT-9-10	L.I.NGA(s)-1229					1&12	509																			
					AT-7-11	L.I.NGA(s)-1229					1A2	211																			
					AT-16-6	L.I.NGA(s)-1229					1W12	1045																			
					A-28 AT-18																										
					C-47 C-60	L.I.NGA(s)-1229					L&11	522																			
					A-24	L.I.NGA(s)-1229					L&19	25																			
					A-24	L.I.NGA(s)-1229					L&10	29																			
					B-24	L.I.NGA(s)-1229					L&11	57																			
					A-30	L.I.NGA(s)-1229					L&11	140																			
					A-30	L.I.NGA(s)-1229					L&11	119																			
					P-51	L.I.NGA(s)-1351			24450	J6523	L&10	4,000																			
					P-51	L.I.NGA(s)-1351			24450	J6523		1,100																			
					P-51	L.I.NGA(s)-1351					L&10	2,400																			
					P-51	L.I.NGA(s)-1351				J6523		8000																			
					DC-4SR	L.I.NGA(s)-137L			2930	6167	1A2	1000																			
					DC-4SR	L.I.NGA(s)-137L			2930	6167		350																			
					DC-4SR	L.I.NGA(s)-137L					1A2	700																			
					DC-4SR	L.I.NGA(s)-137L				6167		1050																			
					SNB-2	L.I.NGA(s)-137L			2930	6167	1A2	200																			
					SNB-2	L.I.NGA(s)-137L			2930	6167		70																			
					SNB-2	L.I.NGA(s)-137L					1A2	80																			
					SNB-2	L.I.NGA(s)-137L				6167		200																			
					Hudson VI	BuAero. Ltr. 7/17/43			23850	6579	L&11	6																			
					Hudson VI	BuAero. Ltr. 7/17/43			23850	6579	L&11	23																			
					Hudson VI	BuAero. Ltr. 7/17/43			23850	6579		30																			
					Stinson	BuAero. Ltr. 8/19/43			2820	6109		1																			
					Fairchild	BuAero. Ltr. 8/19/43			2820	6135		1																			
					Norseman IV	BuAero. Ltr. 8/19/43					1W12	8																			
					B-17E	BuAero. Ltr. 12/22/42				6477		12																			
					PBV-1	BuAero. Ltr. 9/17/43			23850	6553	L&11	210																			
					PBY-1	BuAero. Ltr. 9/17/43				6353		158																			
					PLD-1	BuAero. Ltr. 9/17/43			23850	6625		160																			
					PLD-1	BuAero. Ltr. 9/17/43				6625		150																			
					OA-9	BuAero. Ltr. 9/17/43			2930	6167	1A2	300																			
					OA-9	BuAero. Ltr. 9/17/43				6167		140																			
					JRF	BuAero. Ltr. 9/17/43			2930	6167	1C2	180																			
					JRF	BuAero. Ltr. 9/17/43				6167		84																			
					Hudson III	BuAero. Ltr. 9/8/43			23850	6579	L&11	11																			
					Crane	BuAero. Ltr. 10/20/43			2820			144																			
					AT-10	BuAero. Ltr. 10/7/43			2820	6125		675																			
										6135		500																			
					OA-9	BuAero. Ltr. 9/24/43			2930			102																			
										6167		48																			
					C-82	BuAero. Ltr. 11/16/43			23850	6491		270																			
											L&8	540																			
										6691		210																			
					DC-7B	BuAero. Ltr. 11/12/43			2820	6135		675																			
											1A4	700																			
										6135		550																			
					PBV-5 (AT-6D)	BuAero. Ltr. 11/12/43					L&11	1260																			
					SNJ-5	BuAero. Ltr. 11/12/43					1W12	385																			
					Anson V	BuAero. Ltr. 11/9/43			2930	6101		1500																			
											1A2	1680																			
										6101		1200																			
					B-25C	Engr. A.D.P. No.640 4/16/43			23850	6459	L&11	6																			
					DC-6	Def. Sup. Corr. Ltr. 5/16/43				6853		6																			
					[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]																			

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A-29 AT-18	L.I.NOA(s)-1299					
C-47 C-60	L.I.NOA(s)-1299				4X11	529
A-24	L.I.NOA(s)-1299				4X19	25
A-24	L.I.NOA(s)-1299				4X10	29
B-34	L.I.NOA(s)-1299				4X11	57
A-20	L.I.NOA(s)-1299				4X11	140
A-20	L.I.NOA(s)-1299				4X11	119
P-51	L.I.NOA(s)-1351	2L250	J6523		4X10	4,000
P-51	L.I.NOA(s)-1351	2L250	J6523			4,00
P-51	L.I.NOA(s)-1351				4X10	2,00
P-51	L.I.NOA(s)-1351		J6523			8000
UC-45F	L.I.NOA(s)-1374	2D30	6167		1A2	1000
UC-45F	L.I.NOA(s)-1374	2D30	6167			350
UC-45F	L.I.NOA(s)-1374				1A2	700
UC-45F	L.I.NOA(s)-1374		6167			1050
SNB-2	L.I.NOA(s)-1374	2D30	6167		1A2	200
SNB-2	L.I.NOA(s)-1374	2D30	6167			70
SNB-2	L.I.NOA(s)-1374				1A2	80
SNB-2	L.I.NOA(s)-1374		6167			200
Hudson VI	BuAero. Ltr. 7/17/43	23E50	6379		4X11	6
Hudson VI	BuAero. Ltr. 7/17/43	23E50	6379		4X11	23
Hudson VI	BuAero. Ltr. 7/17/43	23E50	6379			30
Stinson	BuAero. Ltr. 8/19/43	2B20	6109			1
Fairchild	BuAero. Ltr. 8/19/43	2B20	6135			1
Norseman IV	BuAero. Ltr. 8/19/43				1M12	8
B-17E	BuAero. Ltr. 12/22/42		6477			12
PBY-1	BuAero. Ltr. 9/17/43	23E50	6353		4X11	210
PBY-1	BuAero. Ltr. 9/17/43		6353			158
PLD-1	BuAero. Ltr. 9/17/43	23E50	6625			160
PLD-1	BuAero. Ltr. 9/17/43		6625			150
GH-2	BuAero. Ltr. 9/17/43	2D30	6167		1A2	500
GH-2	BuAero. Ltr. 9/17/43		6167			140
J3F	BuAero. Ltr. 9/17/43	2D30	6167		1C2	180
J3F	BuAero. Ltr. 9/17/43		6167			84
Hudson III	BuAero. Ltr. 9/8/43	23E50	6379		4X11	11
Crane	BuAero. Ltr. 10/20/43	2B20				544
AT-10	BuAero. Ltr. 10/7/43	2B20	6135			675
			6135			500
GB-2	BuAero. Ltr. 9/24/43	2D30				102
			6167			48
C-82	BuAero. Ltr. 11/16/43	23E50	6491			270
					4G8	340
			6491			210
UC-78	BuAero. Ltr. 11/12/43	2B20	6135			675
					1A4	700
			6135			350
PBY-5	BuAero. Ltr. 11/12/43				4X11	1260
(A7-6D)						
SNJ-5	BuAero. Ltr. 11/12/43				1M12	385
Anson V	BuAero. Ltr. 11/9/43	2D30	6101			1500
					1A2	1680
			6101			1200
B-25C	Reqn. A.D.P. No.640 4/16/43	23E50	6359		4X11	6
DC-3	Def. Sup. Cor. ltr. 3/16/43		6353			6
Cessna T-50	C.A.A. Wire 2/20/43	2B20	6135		1A2	2
Cessna T-50	C.A.A. Wire 2/20/43		6135			2
Stinson Reliant	Army Phone 7/30/43	2B20	6135A			1
B-25 B-17 A-20						
A-30 C-47 C-54						
C-42 C-53	Chappel's memo to HME 9/6/43 Army					
C-60					4G8	9578
A-35					4G8	126
L12A	C.A.A. Wire 9/13/43				4G8	440
SB-10F					1A2	2
P-51	Navy McCormicks Memo to HME 9/22/43	2L250	J6523		1A2	2
					4G10	1350
			J6523		4G10	600
Hudson III	A.S.O. Phil. Reqn. 5043		6379			2000
C-47	A.A.F. Ltr. 96; HDE 10/9/43					115
DC-4A	Navy McCormick's Memo to HME 10/1/43				4X11	25
AT-16					1M12	510
AT-7		2D30	6167		1M12	1260
					1A2	1080
			6167			320
AT-21		2D30	6101			800
					1A2	675
			6101			200
Test Stand	No. Eng. M-2705 5/31/43	R29060				500
C-45	Army McCormicks Memo to HME 9/27/43	2D30	6167			1
					1A2	1890
			6167			2580
Master IV	A.S.O. 1139/44 Mail	23E50				980
		3DL0	610A			6
Stinson		2B20	6041			75
					3L11	9
XF-72	Chappels Memo to Ellis 8/13/43	2L250	6491		4M18	7
SF7F	Phone 8/13/43 (HME & Bob Hall)	55B60	6501		4G8	1
C-54	Army - A.A.F. Ltr. 96 11/2/43		6457			3
Oxford	Memo McCormick 11/15/43	2D30	6101			35
			6167		1A2	1166

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of November, 1943

PROPELLERS

Facility Aeroproducts Division, General Motors Corporation City Municipal Airport, Dayton State Ohio

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 D	1944 J	F	M	A	M	J	J	A	S	O	N	Bal Due
1	AAF	B-26	AC 14607		1	A30-180-18 Exp. Hub	12	-	12	-														
		Exp.	6-1-42			Hub																		12
2	AAF	B-26	AC 17490		2	534 Exp. Hub	2	-	2	-														
		Exp.	2-18-41		1	A40-180 Exp. Bl.	12	-	12	-														2
																								12
3	AAF	Exp.	AC 23955		1	542 Exp. Hub	3	-	3	-		3												
		Exp.	1-23-42																					
4	AAF	XB-36	AC 25415		1	A637 Exp. Prop	2	-	2	-														
		Exp.	2-10-42																					2
5	AAF	Exp.	AC 38650		1	A542FN-X-1 Exp. Prop	2	-	2	-														
		Exp.	3-29-43																					2
6	AAF	Exp.	AC 38714		1	ADR732-532X2 Exp. Prop	4	2	2	2	-	2												
		AC 33962	5-5-43		2	D20-156-12 Exp. Bl.	15	3	12	-	-													
					3	D20-156L-12 Exp. Bl.	15	3	12	-	-													12
																								12
7	AAF	Exp.	AC 38923		1	F20-156-17 Exp. Bl.	8	6	2	2	-	2												
		Exp.	4-8-43																					
8	AAF	Exp.	AC 39619		1	AW3215F-X1 Exp. Hub	3	-	3	2	-	1	1	1										
		Exp.	5-6-43																					
9	AAF	Exp.	AC 39843		1	A532-X12 Exp. Hub	3	3	-	2	2													
		AC 37857	5-31-43		2	D20-156-2LH Exp. Bl.	9	9	-	6	6													
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)												(14)

W. B. Blanchard
Contractor's Representative

L. H. Wallace, Maj. C.E.
Army (~~Navy~~) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of November, 1943

PROPELLERS

Facility Aeroproducts Division, General Motors Corporation — City Municipal Airport, Dayton — State Ohio

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 D	1944 J	F	M	A	M	J	J	A	S	O	N	Bal Due
10	AAF	Exp.	AC 38951		1	ADR632L-432X1 Hub Exp.	4	2	2	2	-													2
		Exp.	6-22-43		2	A20-156-12 Bl. Exp.	12	2	3	6	3													3
					3	A20-156L-12 Bl. Exp.	12	9	7	6	3													3
11	USN	~~SB2A~~ SB2A1	98975		1	A20-156 Hub Exp. Prod	2	2	-	1	1													
		Exp.	5-5-42																					
12	AAF	Exp.	AC 39416		1	ADR834-634FN-X1 Hub Exp.	2	-	2	-	-													2
		Exp.	6-19-43		2	B40-180-0 Bl. Exp.	6	-	6	-	-													6
					3	B40-180L-0 Bl. Exp.	6	-	6	-	-													6
13	AAF	YB-36	AC 39677		1	ALR637FN-X1 Hub Exp.	7	-	7	-	-													7
		Exp.	6-15-43		2	A20-228L-0 Bl. Exp.	21	-	21	-	-													21
14	AAF	Exp.	AC 38650		1	~~A5428FN-X1~~ D20-156-5 Exp.	2	-	2	-														2
		Exp.	3-30-43																					
15	AAF	Exp.	AC 39856		1	AD6462-X6 Hub Exp.	2	-	2	-														2
		Exp.	5-24-43		2	AD6462-X4 Hub Exp.	2	1	1	-														1
					3	H20-156-5M Bl. Exp.	6	-	6	-														6
					4	H20-156-5M Bl. Exp.	6	-	6	-														6
					5	D20-156-12M Hub Exp.	6	3	3	-														3
					6	D20-156-12M Bl. Exp.	6	4	2	-														2
16	AAF	Unknown	AC 679		1	A532-X13 Hub Exp.	2	-	2	-			1	1										
					2	A532-X15 Hub Exp.	4	-	4	-			1	1	1	1								
					3	H20-156-2M Bl. Exp.	18	-	18	-			6	6	3	3								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)												(14)

W. B. Blanchard
Contractor's Representative

Army (~~Navy~~) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-8 ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R11%
Approval Expires 1/15/44

Report for Month of November, 1943

PROPELLERS

Facility Aeroproducts Division, General Motors Corporation — City Municipal Airport, Dayton — State Ohio

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 D	1944 J	F	M	A	M	J	J	A	S	O	N	Bal. Due
17	AAF	P-39	AC 28387		2	C20-144-17	Bl:	732	590	142	-	5													142
		Unknown	7-7-42																						
18	AAF	B-26	AC 20866		1	A30-180	Bl:	1000	-	1000	-	-													1000
		Unknown	10-29-41																						
19	AAF	P-63	AC 35329		1	A6h2-sch/ A20-156-17	In.	2000	1206	794	102	61	220	220	220	134									
		AC 29318	11-16-42		2	A20-156-17	Sp.	700	55	645	83	49	180	180	180	105									
					3	A20-156-17	Bl:	4000	2892	1108	1200	528	1108												
		Exhibit "A"	Item 26		4	6500160	Hub	60	42	18	-	-	9	9											
		"	102		4	6510400	Hub	40	12	28	16	-	16	6	6										
20	AAF	P-63	AC 35750		1	A6h2-sch/ A20-156-17 M	In.	1200	-	1200	-	-				86	500	595	109						
		AC 29318	1-28-43		2	A20-156-17 M	Sp.	420	-	420	-	-				75	175	170							
					3	A20-156-17	Bl:	2400	-	2400	-	-	152												
		Exhibit "A"	Item 27		4	6500160	Hub	36	-	36	-	-			9	9	9	9							
		"	102		4	6510400	Hub	24	-	24	-	-			6	6	6	6							
21	AAF	P-63	AC 40153		5	A6h2-sch/ A20-156-17	In.	3200	-	3200	-								391	500	500	500	500	500	309
		AC 29318	5-12-43		6	A20-156-17	Sp.	1120	-	1120	-								175	175	175	175	175	175	70
		AC 40041			7	A20-156-17	Bl:	8320	-	8320	-														
22	AAF	P-39	AC 40633		1	A6h2-sch/ A20-156-17	In.	500	500	-	187	187													
		AC 40071	6-10-43																						
23	AAF	P-39	AC 24662		8	A6h2sch/ A20-156-17	Sp.	28	28	-	28	28													
		AC 40071	7-14-43																						
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)												(14)

W. B. Lanchard
Contractor's Representative

L. C. Williams, Maj. G.C.
Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R114
Approval Expires 1/15/44

Report for Month of November, 1943

PROPELLERS

Facility Aeroproducts Division, General Motors Corporation City Municipal Airport, Dayton State Ohio

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER: Contract Number Date	PROPELLER: Lot No.	TYPE: Item No.	TYPE: HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery: Estimated	Current Month Delivery: Actual	1943 D	1944 J	F	M	A	M	J	J	A	S	O	N	Bal Due
24	AAF	AC 38736	P-47		1	~~AN6532-132-41/~~ A20-156-12 / A20-156-12L																		
		40205 T	3-27-43				In.	1057	-	1057	-													1057
					2	~~AN6532-132-41/~~ A20-156-12 / A20-156-12L																		
							Sp.	370	-	370	-													370
					3	A20-156-12	Bl.	2061	-	2061	-													2061
					3	A20-156-12L	Bl.	2061	-	2061	-													2061
25	AAF	P-75	AC 413		1	~~AN 7568-81/~~ A20-156-M5/	In.	2500	-	2500	-													2500
		40111	9-9-43		2	~~AN 7568-81/~~ A20-156-M5/	Sp.	875	-	875	-													875
					3	A20-156-M5	Bl.	2750	-	2750	-													
26	AAF	P-39	AC 21662		11	~~A532-SC1/~~ A20-156-M	Sp.	75	75	-	-	75												
		Unknown			13	A20-156-17	Bl.	225	225	-	-	225												
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)		(9)	(10)	(11)	(12)	(13)											(14)

W. B. Sanchard
Contractor's Representative

Army (~~Navy~~) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

AC Form No. 61-0 ACTUAL AND ESTIMATED SHIPMENTS

Report for Month of NOVEMBER

PROPELLERS

PROPELLER BLADES

PROPELLER CORPORATION City TOLEDO State OHIO

| PROPELLER | | | TYPE | | Contract Quan. | Quan. Shipped to Date | Total Due | Current Month Delivery | | 1943 | | |

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R114
Approval Expires 1/15/44

Report for Month of November, 1943

PROPELLERS

Facility The Aro Equipment Corp. City Bryan State Ohio

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Actual	19431944 D	J	F	M	A	M	J	J	A	S	O	N
1	AAF	AT17-10	AC-22790 11-21-41		1	41G2325	IN	3831	3502	329	---	---	329											
2	AAF	None	43-23695 Spec. 3-29-43		2	41G5930	IN	50	50	---	50	50	Completed											
3	AAF	PT-19	43-26394		1	41G2325-9	IN	450	450	---	199	230	Completed											
4	AAF	PT-19	43-26394 4-5-43		2	41G2325-9	SP	135	103	32	91	68	32											
5	AAF	PT-19	43-26392		1	41G2325-9	IN	500	305	195	50	50	195											
6	AAF	PT-19	43-26392 4-5-43		2	41G2325-9	SP	150	80	70	---	---	70											
7	AAF	UC-78B	43-27330		1	41G2325-9	IN	1300	1112	188	---	---	Holding balance per AAF											
8	AAF	UC-78B	43-27330 5-11-43		2	41G2325-9	SP	390	313	77	---	---	5 Instructions----											
9	AAF	TDR-2	44-2426		1	41G2325-9	IN	1400	---	1400	62	---	342	130	130	130	130	130	130	130	98	50		
10	AAF	TDR-2	44-2426 9-13-43		2	41G2325-9	SP	490	---	490	22	---	120	45	46	45	46	45	46	45	34	18		
11	Navy	None	NOA(S)1661 Spec. 9-3-43		1	41G2325-9	IN	75	---	75	35	---	75											
12	Hamilton Standard		134500 8-10-43		1	Hub Barrels		2200	650	1550	400	150	450	350	350	350	50							
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)											(14)

W. E. Dilly
Contractor's Representative

WILLIAM M. WEAVER
AIR CORPS INSPECTOR
U. S. ARMY
Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-8 ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of November, 1943

Facility The Aro Equipment Corp. City Bryan State Ohio

~~XXXXXXXXX~~ PROPELLERS
PUMPS

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 D	1944 J	F	M	A	M	J	J	A	S	O
1	AAF		AC-33957		1	B-12 Pump	13364	3450	9914	900	500	1400	900	900	900	900	900	900	900	900	900	414
2	AAF		AC-33957 12-11-42		2	Spares	51636	13145	38491	3600	2500	4600	3600	3600	3600	3600	3600	3600	3600	3600	3600	1491
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)										(14)

Contractor's Representative W. E. Pilly

Army (Navy) Representative WILLIAM M. WEAVER AIR CORPS INSPECTOR U. S. ARMY

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R114
Approval Expires 1/15/44

Report for Month of ~~November, 1943~~.

PROPELLERS

Facility Canadian Car & Foundry Co. Ltd. Propeller Plant City Montreal State ~~Quebec, Canada~~

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 Aug	Sept	Oct	Nov.	Dec.	1944 Jan.	Feb.	Mar.	Apr.	May	June	July
	AAF	Spares	C-40613		1	89308-84W	600	1350	4650	600	300	100	300	600	600	600	600	600	600	600	600	600	200

~~300~~ ready to be shipped - awaiting shipping instructions

(1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) (12) (13) (14)

Contractor's Representative

Army (Navy) Representative

Transmitted to Montreal
U.S. ARMY AIR FORCES INSPECTOR IN CHARGE
[illegible] Square Building
[illegible], Quebec, Canada

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PROPELLERS

STATUS OF ORDERS CHART

A.M.P.R. 1-B

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of: November, 1943.
NAME OF COMPANY: Canadian Bridge Ltd.

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Part PROPELLERS
Address Montréal Canada.

Report Item	Approx Man Hr's Per Unit	Unit Wght	Procuring Agency	Sales Order	Model Designation	Cont No & Date	Lot	Con't Item	TYPE HUB BLADE GOVERNOR	Total Quantity On Contract	Quant Prod. to date Accepted	Total to be Accepted	Current Mon. Deliveries Est.	Current Mon. Deliveries Act.	ESTIMATED FUTURE DELIVERIE Dec.	ESTIMATED FUTURE DELIVERIE JAN.
1a	120	175	AAF	112	AT-6C	AC-27731 8/6/42		1	12D40-211	2,400	2,010	390	0	0	0	0
1b	120	175	AAF	112	AT-6C	AC-27731 8/6/42		1	12D40-211	840	210	630	0	0	305	155
7	120	175	AAF	127	AT-6C	AC-32709 10/28/42		1	12D40-211	1,376	630	746	0	0	0	0
8	120	175	AAF	129	AT-6C	AC-32709 10/28/42		3	12D40-211	481	420	61	210	210	61	-
9	19	43	AAF	130	AT-6C	AC-32709 10/28/42		4	6101A-12	1,376	1,030	346	0	0	0	0
11	18	39	HSP for NAVY	132	AT-16	N.124500 4/10/43		1	6101-12	8,000	7,140	860	1,400	540	860	-
12	120	175	AAF	145	AT-16	AC-37899 6/21/43		1	12D40-211	300	255	45	130	130	0	45
14	19	43	AAF	147	AT-16	AC-37899 6/21/43		3	6101A-12	300	300	0	150	150	0	0

Irving M. Keyfitz
Irving M. Keyfitz,
Assistant Engineer.

Horace B. Moore
Horace B. Moore
U.S.A.A.F.I.C.

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PROPELLERS

STATUS OF ORDERS CHART

A.M.P.R. 1-B

MATERIEL DIVISION CONSOLIDATED STATISTICAL REPORT
For the month of: November, 1943.
NAME OF COMPANY: Canadian Bregs. Ltd.

AERONAUTICAL MONTHLY PROGRESS REPORT
Section III Part PROPELLERS
Address Montréal Canada.

Unit Weight	Procuring Agency	Sales Order	Model Designation	Cont No & Date	Lot	Con't Item	TYPE HUB BLADE GOVERNOR	Total Quantity On Contract	Quant Prod. to date Accepted	Total to be Accepted	Current Mon. Deliveries Est.	Act.	ESTIMATED FUTURE DELIVERIE Dec.	JAN.
75	AAF	112	AT-6C	AC-27731 8/6/42		1	12D40-211	2,400	2,010	390	0	0	0	0
75	AAF	112	AT-6C	AC-27731 8/6/42		1	12D40-211	840	210	630	0	0	305	155
75	AAF	127	AT-6C	AC-32709 10/28/42		1	12D40-211	1,376	630	746	0	0	0	0
75	AAF	129	AT-6C	AC-32709 10/28/42		3	12D40-211	481	420	61	210	210	61	-
43	AAF	130	AT-6C	AC-32709 10/28/42		4	6101A-12	1,376	1,030	346	0	0	0	0
39	HSP for NAVY	132	AT-16	N.124500 4/10/43		1	6101-12	8,000	7,140	860	1,400	540	860	-
175	AAF	145	AT-16	AC-37899 6/21/43		1	12D40-211	300	255	45	130	130	0	45
43	AAF	147	AT-16	AC-37899 6/21/43		3	6101A-12	300	300	0	150	150	0	0

Irving M. Keyfitz
Irving M. Keyfitz,
Assistant Engineer.

Horace B. Moore
Horace B. Moore
U.S.A.A.F.I.C.

B.107

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R114
Approval Expires 1/15/44

Report for Month of Nov. 1943

PROPELLERS

Facility Hartzell Propeller Co. City Piqua State Ohio

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE Hub Blade Design #	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Actual	1943 1944 D J F M A M J J A S O N
1	CP&W	Com.	10008		1	7617 In	6	2	4	0	0	Indef.pend. recpt.of hubs supp.by cust.
2		Test Club			3	840-22 In	4	2	2	0	0	" " " " " " " "
3	AAF	Test Club	42-20672P		4	910 In	70	66	4	(60)	37	5 Ist. for both items.
4		" "	5-28-42		5	911 In	140	139	1	( )	55	
5	AAF	AT-17 30827 W.Prop.	AC22278 6-2-42		1	707 Sp.Bl.	490	490	0	166	166	Complete
6	Navy	K-Type Blades	NXas-14966		1	5694-1 In	288	282	6	0	36	6
7					3	Services & Mat.to Ass.track &bal.In.	96	94	2	0	12	2
8	CP&W	Com. Test Club	116		1	790 In	1	0	1	0	0	Indef.pend.recpt.of hub from cust.
9	Navy	K-Type Blades	NOas-183		1	5694-1 In	84	0	84	0	0	84
10					3	Services & Mat.to Ass.track & Bal.In	28	0	28	0	0	28
11	Curtiss	Com. Blades	3779		1	89303 In	4500	1574	2926	1200	795	1000 1200 726
12	Ham.Std.	Com. Blades	121222		1	6135A- In	9000	7380	1620	1200	1033	1000 620
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13) (14)

Contractor's Representative R. W. Zimmerlin

Army ~~(Navy)~~ Representative E. A. Kadel

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AERONAUTICAL MONTHLY PROGRESS REPORT

81-8 ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 89-R114
Approval Expires 1/15/44

Report for Month of Nov. 1943

PROPELLERS

Facility Hartzell Propeller Co. City Piqua State Ohio

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE ~~Hub~~ ~~Blade~~ Design #		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 1944 D	J	F	M	A	M	J	J	A	S	O	N
13	Navy	K-Type	NOAs-183		4	5694-1	In	18	0	18	0	0	18											
14		Blades	Amend#1		5	5694-1 Sp.Bl		6	0	6	0	0	6	Indef.pend.recpt.of hubs										
15					6	Services & Mat.to Ass.trck& Bal.In.		6	0	6	0	0	6											
16	Curtiss	Com. Test Club	2-7483		1	241-8	In	2	0	2	0	0	Indef.pend.recpt.of hub from cust.											
17	Tw.Coach	Com. W.Prop.	54-443		4	915-B	In.	32	26	6	0	14	6											
18	Curtiss	Com. Blades	9269		1	89303-18	In	4000	0	4000	0	0				400	1200	1200						
19	H.Riddle	Com. Test Club	84345M		1	241-14	In	2	2	0	1	1	Complete											
20	Cont.M.	Com. Test Club	ID62070		1	241-o	In	6	0	6	6	0	6											
21	Ranger	Com. Test Club	68605		1	262-22	In	2	2	0	2	2	Complete											
22	Hamick	Com. W.Prop.	612		1	669-o	In	1	1	0	1	1	Complete											
23	U.of Ga.	Com. W.Prop.	619		1	669-o	In	1	1	0	1	1	Complete											
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)											(14)

Contractor's Representative R.W. Zimmerlin

Army ~~(Navy)~~ Representative E. A. Kadel

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of ~~Sept~~ Nov. 1943

PROPELLERS

Facility Hartzell Propeller Co. City Piqua, Ohio State

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE ~~HUB~~ ~~BLADE~~ Design #		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 D -O-	1944 J -N-	F -D-	M -J-	A -F-	M -M-	J -A-	J -M-	A -J-	S -J-	O -A-	N -S-	1944	(13)	(14)
24	Wright Com. Test Club	YV12511		1		840-0	In	15	3	12	7	3	12														
25	Curtiss Com. Test Club	3-7735		5C		241-8	In	7	0	7	0	0	Pending recpt. of hubs														
26				5D		241	In	7	0	7	0	0															
~~26~~ 27	Navy Experimental W.Prop.	10238			1	667	In	3	3	0	3	3	Complete														
~~27~~ 28	P&W Com. Test Club	E61995			1	841	In	3	1	2	0	1	2														
~~28~~ 29	U. of Ala. Com. W.Prop.	347-1A			1	485	In	2	0	2	0	0	2														
~~29~~ 30	P&W Com. Test Club	G 59623			1	840-22	In	12	0	12	0	0	6	6													
~~30~~ 31	E.Riddle Com. Test Club	84731M			1	252-12	In	1	0	1	0	0	1														
~~31~~ 32	Wright Com. Test Club	W28056			1	840	In	4	0	4	0	0	4														
~~3233~~ 34	AAF W.Prop.	PT-26	44-37642		1	917	In	270	0	270	0	0		35	150	85											
					2	917	Sp1Bl.	621	0	621	0	0		81	346	194											
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)														(14)

Contractor's Representative R. W. Zimmerlin

Army ~~(Navy)~~ Representative E. A. Kadel

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AERONAUTICAL MONTHLY PROGRESS REPORT

S1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of ~~NOVEMBER~~ 1943

PROPELLERS

Facility LYCOMING Division-The Aviation Corp. City Williamsport State Pa.

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB	BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Actual	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Bal. Due
	NAVY	Experi-mental	NOS-67250 6/24/39		2B	Design 80	IN	5	-	5	Experimental														
					5A	Design 80	IN	3	-	3	Experimental														
	AAF	PT-23) PT-19B) AC-25031) AC-26611) AC-26981)	AC-27328 5/15/42		1	41-G-2325	IN	1800	1800																
					1	41-G-2325	SP	630	533	97	97	-	97												
1	Curtiss		AC-22753* 12/12/42			102605	IN	1400	780	620	-	-	21	180	190	190	190	39							
4	Curtiss		AC-24946**			102190	IN	2000	429	1571	150	137	139	-	-	-	-	90	150	150	150	150	150	150	442
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)												(14)

*Curtiss P.O.- 1356
**Curtiss P.O.- 2546

Contractor's Representative

R. M. MABEE
Asst. Treasurer

Army (Navy) Representative

Robert D. Ditch, Major A.C.
A. A. F. Resident Representative
The Aviation Corporation
Williamsport, Pennsylvania

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 40-R114
Approval Expires 1/15/44

Report for Month of NOVEMBER

Facility HARRY E. MONTGOMERY METAL SPINNING WORKS ~~PROPELLER~~ SPINNER ~~& ACCESSORY~~ City TULSA State OKLAHOMA

~~PROPELLERS~~ Propeller Spinner

Report Item Number	Procuring Agency	Airplane Model & Contract Number	Contract Number Date	Lot No.	Item No.	TYPE HUB	BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	N	D	J	F	M	A	M	J	J	A	S	O
~~1~~	~~AAF~~	~~AT-21 21609~~	~~33316~~			~~2-D-30~~	~~IN~~	720	720	0														
~~2~~	~~AAF~~	~~AT-21 25306~~	~~33316~~			~~2-D-30~~	~~In~~	~~800~~	~~800~~	0														
~~3~~	~~AAF~~	~~AT-21 22236~~	~~33316~~			~~2-D-30~~	~~IN~~	150	150	0														
~~4~~	~~AAF~~	~~AT-21 25601~~	~~33316~~			~~2-D-30~~	~~IN~~	720	300	420	420	420	420											
~~5~~	~~AAF~~	~~AT-21~~	~~33316~~			~~2-D-30~~	~~SP~~	~~837~~	~~837~~	0														
~~6~~	~~AAF~~	~~AT-6~~	~~40645~~			~~12-D-40~~	~~SP~~	~~6000~~	0	6000	0	0				400	~~800~~	800	800	800	800	800	800	
~~7~~	~~AAF~~	~~C-78-AT-10~~	~~40645~~			~~2-B-20~~	~~SP~~	~~5000~~	0	5000	0	0				100	~~700~~	700	700	700	700	700	700	
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)											(14)

Contractor's Representative
Liaison Superintendent Harold Skeen

U. S. Army Captain
Army (Navy) Representative
A.A.F. Resident Inspector-In-Charge

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AERONAUTICAL MONTHLY PROGRESS REPORT

"B" ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of November, 1943

PROPELLERS

Facility Engineering and Research Corporation City Riverdale State Maryland

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER: Contract Number Date	Lot No.	Item No.	TYPE: BUR LADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery: Estimated	Actual	1943 1944 D	J	F	M	A	M	J	J
1	Navy	86715	1/12/42		1	10' Test Club	100	61	39	30	8	39							
2	Navy	91902	1/26/42		10	4 Way Test Club 7'	100	100	0	0	8	Completed							
3	Army	AC1777	3/28/42		2	8'6" Compreg Blades	916	741	75	95	22	0	0	0	75				
4	Army	AC27842	9/17/42		1,2,3	9' Compreg Blades	6000	4474	1526	600	470	600				700	346		
5	Army	AC40610 (33-038)	8/27/43		1 to 6	7'9" Compreg Blades	6500	--	6500	0	0	300	1000	1000	1000	300	700	1000	200
6	Army	AC1810	Verbal 11/3/43		1	8'6" Compreg Blades	1228	75	1153	0	75	100	200	100	100	100	100	100	800
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)						(14)

Contractor's Representative P. C. Wright

Army (XXXX) Representative H. H. Grobe

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of NOVEMBER, 1943

PROPELLERS

Facility FREEMAN-BURNHAM ENGINEERING CORPORATION City CINCINNATI State OHIO

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 A	S	O	N	D	J	F	M	A	M	J	J	BAL DUE
1	AAF		ac-29004		1	42D13704-0 IN	1622	1410	212	264	264	156	136	156	264									212
2			8-12-42		2	42D13704-0 SP	568	488	80	88	88	56	44	56	88									80
3					3	42D13704-0 SP-BL	810	490	320	64	64	136	16	86	64									320
4	AAF		ac-22475		1	42K13704-0	2	2	0															
5			12-27-41		2	42K13704-0 SP	98	76	22	0	0	8	4	4	0									22
6	AAF		ac-24034		1	Controllable Pitch	3	3	0	0	90% com-													0
7			8-26-42		2	Propeller-Experimen- tal	1	0	1	1	plete													1
8	AAF		ac-23202		A1	70" Roby Propeller Blade	80	48	32	0	0			10										32
9			ac-24980																					
			2-5-43																					
10	AAF		43-25028		2	43K13099	12	10	2	0	0			4										2
11			8-12-43		1	42K137127	6	0	6	0	0													6
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)												(14)

Contractor's Representative

Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R11A
Approval Expires 1/15/44

Report for Month of NOV

PROPELLERS

Facility Gardner Propeller Co. City Forest Park State Illinois

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Actual	D	J
1	Army	PT-17 Order 43-20637-P)	37109)		1-6	43-K12705	312	10	302	150	0*	250	52
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)

* Shipment delayed due to failure to receive shipping instructions from Wright Field.

Wm H Gardner
Contractor's Representative

O. W. SCHMIDT, 1st Lt., A.C.
Army (Navy) Representative
12/4/43

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AERONAUTICAL MONTHLY PROGRESS REPORT

STATUS OF CONTRACT CHART

NASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN
(Compiled from our estimated shipping schedule #19 dated 12-1-43)

REPORT ITEM	UNIT WEIGHT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	1943 DEC.	1944 JAN.	1944 FEB.	1944 MAR.
1	610#	A.A.F.	W535 ac-26294	A-20G Douglas	W535 ac-25049 (S-3) 12-4-42	61 62	23E50	6353A-21	1500 In 300 In 225 Sp 2025	1500 In 300 In 225 Sp 2025	0 In 0 In 0 Sp 0	0 0 0 0	0 0 0 0				
2	610#	A.A.F.	W 535 ac-32732	A-20 G Douglas	W 535 ac-25049 (S-11) 8-18-43	115 116	23E50	6353A-21	2000 In 700 Sp 2700	1800 In 700 Sp 2500	200 In 0 Sp 200	200 0 200	0 0 0	200 0 200			
3	610#	A.A.F.	W535 ac-32732	A-20G Douglas	W535 ac-25049 (S-15)	164 165	23E50	6353A-21	2400 In 840 Sp 3240	0 In 200 Sp 200	2400 In 640 Sp 3040	0 156 156	0 0 0	344 156 500	920 80 1000	560 240 800	576 164 740
4		A.A.F.	W535 ac-34433	A-26 Douglas	W535 ac-25049 (S-14) 10-11-43	147 148	23E50	6359A-18	1000 In 350 Sp 1350	0 In 0 Sp 0	1000 In 350 Sp 1350	0 0 0	0 0 0		80 0 80		80 0 80
5		A.A.F.	W535 ac 21393	A-26 Douglas	W535 ac-25049 (S-14) 10-11-43	147 148	23E50	6359A-18	1000 In 350 Sp 1350	0 In 0 Sp 0	1000 In 350 Sp 1350	0 0 0	0 0 0		80 0 80	0 100 100	80 0 80
6		A.A.F.		A-26 Douglas	W535 ac-25049 (S-15)	152 153	23E50	6359A-18	5400 In 1890 Sp 7290	0 In 0 Sp 0	5400 In 1890 Sp 7290	0 0 0	0 0 0				
7	629#	A.A.F.	W535 ac-31320	A-30 Martin	W535 ac-25049 (S-3) 12-4-42	33 34	23E50	6353A-12	1200 In 420 Sp 1620	1000 In 369 Sp 1369	200 In 51 Sp 251	240 80 320	240 80 320	200 51 251			
8	671#	A.A.F.	W535 ac-20291	B-17F Douglas	W535 ac-25049 (S-3) 12-4-42	1 1	23E50	6477A-0	2223 In 777 Sp 3000	2223 In 777 Sp 3000	0 In 0 Sp 0	0 0 0	0 0 0				
9	671#	A.A.F.	W535 ac-20291	B-17F Douglas	W535 ac-25049 (S-3) 12-4-42	52	23E50	6477A-0	63 Sp	63 Sp	0 Sp	0	0				
10	671#	A.A.F.	W535 ac-20291	B-17F Douglas	W535 ac-25049 (S-3) 12-4-42	4 5	23E50	6477A-0	2000 In 700 Sp 2700	2000 In 455 Sp 2455	0 In 245 Sp 245	261 245 506	261 0 261	0 245 245			
11	671#	A.A.F.	W535 ac-20290	B-17F Vega	W535 ac-25049 (S-3) 12-4-42	4 5	23E50	6477A-0	1200 In 420 In 1620	1200 In 420 In 1620	0 0 0	0 0 0	0 0 0				
12	671#	A.A.F.	W535 ac-20290	B-17F Vega	W535 ac-25049 (S-3) 12-4-42	52	23E50	6477A-0	634 Sp	634 Sp	0	0	0				
13	671#	A.A.F.	W535 ac-20292	B-17F Boeing	W535 ac-25049 (S-3) 12-4-42	4 5	23E50	6477A-0	4228 In 1481 Sp 5709	4228 In 1481 Sp 5709	0 0 0	0 0 0	0 0 0				
14	671#	A.A.F.	W535 ac-20292	B-17F Boeing	W535 ac-25049 (S-3) 12-4-42	23 24	23E50	6477A-0	6372 In 1230 Sp 7602	6372 In 1230 Sp 7602	0 In 0 Sp 0	0 0 0	0 0 0				

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AERONAUTICAL MONTHLY PROGRESS REPORT

STATUS OF CONTRACT CHART

NASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN

(Compiled from our estimated shipping schedule #19 dated 12-1-43)

FOR MONTH OF NOVEMBER, 1943

REPORT ITEM	UNIT WEIGHT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC.	1944 JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	1945 JAN.
1	610#	A.A.F.	W535 ac-26294	A-20G Douglas	W535 ac-25049 (S-3) 12-4-42	61 62 62	23E50	6353A-21	1500 In 300 In 225 Sp 2025	1500 In 300 In 225 Sp 2025	0 In 0 In 0 Sp 0	0 0 0 0	0 0 0 0															
2	610#	A.A.F.	W 535 ac-32732	A-20 G Douglas	W 535 ac-25049 (S-11) 8-18-43	115 116	23E50	6353A-21	2000 In 700 Sp 2700	1800 In 700 Sp 2500	200 In 0 Sp 200	200 0 200	0 0 0	200 0 200														
3	610#	A.A.F.	W535 ac-32732	A-20G Douglas	W535 ac-25049 (S-15)	164 165	23E50	6353A-21	2400 In 840 Sp 3240	0 In 200 Sp 200	2400 In 640 Sp 3040	0 156 156	0 0 0	344 156 500	920 80 1000	560 240 800	576 164 740											
4		A.A.F.	W535 ac-34433	A-26 Douglas	W535 ac-25049 (S-14) 10-11-43	147 148	23E50	6359A-18	1000 In 350 Sp 1350	0 In 0 Sp 0	1000 In 350 Sp 1350	0 0 0	0 0 0		80 0 80		80 0 80	40 40 80	240 100 340	240 80 320	320 130 450						
6		A.A.F.	W535 ac 21393	A-26 Douglas	W535 ac-25049 (S-14) 10-11-43	147 148	23E50	6359A-18	1000 In 350 Sp 1350	0 In 0 Sp 0	1000 In 350 Sp 1350	0 0 0	0 0 0		80 0 80	0 100 100	80 0 80	100 0 100	100 0 100	200 80 280	190 80 270	250 90 340					
6		A.A.F.		A-26 Douglas	W535 ac-25049 (S-15)	152 153	23E50	6359A-18	5400 In 1890 Sp 7290	0 In 0 Sp 0	5400 In 1890 Sp 7290	0 0 0	0 0 0										380 0 380	480 240 720	480 240 720	560 160 720	1710 400 2110	1790 850 2640
7	629#	A.A.F.	W535 ac-31320	A-30 Martin	W535 ac-25049 (S-3) 12-4-42	33 34	23E50	6353A-12	1200 In 420 Sp 1620	1000 In 389 Sp 1389	200 In 51 Sp 251	240 80 320	240 80 320	200 51 251														
8	671#	A.A.F.	W535 ac-20291	B-17F Douglas	W535 ac-25049 (S-3) 12-4-42	1 1	23E50	6477A-0	2223 In 777 Sp 3000	2223 In 777 Sp 3000	0 In 0 Sp 0	0 0 0	0 0 0														
9	671#	A.A.F.	W535 ac-20291	B-17F Douglas	W535 ac-25049 (S-3) 12-4-42	52	23E50	6477A-0	63 Sp	63 Sp	0 Sp	0	0														
10	671#	A.A.F.	W535 ac-20291	B-17F Douglas	W535 ac-25049 (S-3) 12-4-42	4 5	23E50	6477A-0	2000 In 700 Sp 2700	2000 In 455 Sp 2455	0 In 245 Sp 245	261 245 506	261 0 261	0 245 245														
11	671#	A.A.F.	W535 ac-20290	B-17F Vega	W535 ac-25049 (S-3) 12-4-42	4 5	23E50	6477A-0	1200 In 420 In 1620	1200 In 420 In 1620	0 0 0	0 0 0	0 0 0														
12	671#	A.A.F.	W535 ac-20290	B-17F Vega	W535 ac-25049 (S-3) 12-4-42	52	23E50	6477A-0	634 Sp	634 Sp	0	0	0														
13	671#	A.A.F.	W535 ac-20292	B-17F Boeing	W535 ac-25049 (S-3) 12-4-42	4 5	23E50	6477A-0	4228 In 1481 Sp 5709	4228 In 1481 Sp 5709	0 0 0	0 0 0	0 0 0														
14	671#	A.A.F.	W535 ac-20292	B-17F Boeing	W535 ac-25049 (S-3) 12-4-42	23 24	23E50	6477A-0	6372 In 1230 Sp 7602	6372 In 1230 Sp 7602	0 In 0 Sp 0	0 0 0	0 0 0														

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AERONAUTICAL MONTHLY PROGRESS REPORT

STATUS OF CONTRACT CHART

NASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN
(Compiled from our estimated shipping schedule #19 dated 12-1-43

REPORT ITEM	UNIT WEIGHT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	ESTIM 1943 DEC.	1944 JAN.	FEB.	MAR.	APR	MAY
15	671#	A.A.F.	W535 ac-20292	B-17 Boeing	W535 ac-25049 (S-4) 2-16-43	96 97	23E50	6477A-0	2400 In 840 Sp 3240	0 In 0 Sp 0	2400 In 840 Sp 3240	0 0 0	0 0 0	695 160 855	900 400 1300	805 280 1085			
16	671#	A.A.F.	W535 ac-20292	B-17F Boeing	W535 ac-25049 (S-3) 12-4-42	52	23E50	6477A-0	609 Sp	609 Sp	0	0	0						
17	671#	A.A.F.	20292	B-17F Boeing	W535 ac-25049 (S-11) 8-18-43	123 124	23E50	6477A-0	8000 In 2327 Sp 10327	0 In 0 Sp 0	8000 In 2327 Sp 10327	0 0 0	0 0 0			115 0 115	700 0 700	1060 240 1300	780 320 110
18	625#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	2	23E50	6353A-18	40 In	40 In	0	0	0						
19	663#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	2 2	23E50	6477A-0	2847 In 982 Sp 3829	2847 In 982 Sp 3829	0 In 0 Sp 0	0 0 0	0 0 0						
20	663#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	13 14 14	23E50	6477A-0	2788 In 12 In 901 Sp 3701	2267 In 0 In 503 Sp 2770	521 In 12 In 398 Sp 931	521 12 901 1434	0 0 503 503	521 12 398 931					
21	663#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	27 28	23E50	6477A-0	3600 In 1260 Sp 4860	1162 In 400 Sp 1562	2438 In 860 Sp 3298	1162 400 1562	1162 400 1562	240 80 320	1000 120 1120	1000 360 1360	198 300 498		
22	663#	A.A.F.	21216	B-24E Ford	W535 ac-25049 (S-11) 8-18-43	127 128	23E50	6477A-0	9600 In 3360 Sp 12960	0 In 0 Sp 0	9600 In 3360 Sp 12960	0 0 0	0 0 0				875 320 1195	1300 480 1780	114 40 154
23	663#	A.A.F.	W535 ac-18722	B-24E Douglas	W535 ac-25049 (S-3) 12-4-42	13 14	23E50	6477A-0	4000 In 1400 Sp 5400	0 In 0 Sp 0	4000 In 1400 Sp 5400	0 0 0	0 0 0		240 80 320	240 80 320	296 111 407		
24	663#	A.A.F.	W535 ac-18722	B-24E Douglas	W535 ac-25049 (S-3) 12-4-42	53 54	23E50	6477A-0	2248 In 787 Sp 3035	2004 In 604 Sp 2608	244 In 183 427	644 144 788	400 144 544	244 183 427					
25	663#	A.A.F.	W535 ac-24663	B-24E North American	W535 ac-25049 (S-3) 12-4-42	7 8	23E50	6477A-0	3000 In 1050 Sp 4050	644 In 700 Sp 1344	2356 In 350 Sp 2706	80 0 80	0 0 0	531 0 531	400 0 400	320 0 320	320 80 400	480 160 640	30 11 41
26	663#	A.A.F.	W535 ac-26992	B-24D Consol.	W535 ac-25049 (S-3) 12-4-42	20	23E50	6477A-0	168 In	168 In	0 In	0	0						
27	663#	A.A.F.	W535 ac-24620	B-24E Consol.	W535 ac-25049 (S-3) 12-4-42	20 21	23E50	6477A-0	2128 In 707 Sp 2835	2128 In 707 Sp 2835	0 In 0 Sp 0	0 0 0	0 0 0						
28	663#	A.A.F.	W535 ac-24620	PB4Y-1	W535 ac-25049 (S-3) 12-4-42	21 ?	23E50	6477A-0	97 Sp 131 Sp 228	97 Sp 131 Sp 228	0 Sp 0 Sp 0	0 0 0	0 0 0						

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STATUS OF CONTRACT CHART

NAUTICAL MONTHLY PROGRESS REPORT

NASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN
(Compiled from our estimated shipping schedule #19 dated 12-1-43

WIT IGHT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC.	1944 JAN.	FEB.	MAR.	APR	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	1945 JAN.
71#	A.A.F.	W535 ac-20292	B-17 Boeing	W535 ac-25049 (S-4) 2-16-43	96 97	23E50	6477A-0	2400 In 840 Sp 3240	0 In 0 Sp 0	2400 In 840 Sp 3240	0 0 0	0 0 0	695 160 855	900 400 1300	805 280 1085											
71#	A.A.F.	W535 ac-20292	B-17F Boeing	W535 ac-25049 (S-3) 12-4-42	52	23E50	6477A-0	609 Sp	609 Sp	0	0	0														
71#	A.A.F.	20292	B-17F Boeing	W535 ac-25049 (S-11) 8-18-43	123 124	23E50	6477A-0	8000 In 2327 Sp 10327	0 In 0 Sp 0	8000 In 2327 Sp 10327	0 0 0	0 0 0			115 0 115	700 0 700	1060 240 1300	780 320 1100	960 240 1200	760 240 1000	660 240 900	560 240 800	460 240 700	360 240 600	1585 327 1912	
25#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	2	23E50	6353A-18	40 In	40 In	0	0	0														
63#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	2 2	23E50	6477A-0	2847 In 982 Sp 3829	2847 In 982 Sp 3829	0 In 0 Sp 0	0 0 0	0 0 0														
63#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	13 14 14	23E50	6477A-0	2788 In 12 In 901 Sp 3701	2267 In 0 In 503 Sp 2770	521 In 12 In 398 Sp 931	521 12 901 1434	0 0 503 503	521 12 398 931													
63#	A.A.F.	W535 ac-21216	B-24E Ford	W535 ac-25049 (S-3) 12-4-42	27 28	23E50	6477A-0	3600 In 1260 Sp 4860	1162 In 400 Sp 1562	2438 In 860 Sp 3298	1162 400 1562	1162 400 1562	240 80 320	1000 120 1120	1000 360 1360	198 300 498										
63#	A.A.F.	21216	B-24E Ford	W535 ac-25049 (S-11) 8-18-43	127 128	23E50	6477A-0	9600 In 3360 Sp 12960	0 In 0 Sp 0	9600 In 3360 Sp 12960	0 0 0	0 0 0				875 320 1195	1300 480 1780	1145 400 1545	1300 400 1700	1300 480 1780	1400 480 1880	1500 480 1980	780 320 1100		
63#	A.A.F.	W535 ac-18722	B-24E Douglas	W535 ac-25049 (S-3) 12-4-42	13 14	23E50	6477A-0	4000 In 1400 Sp 5400	0 In 0 Sp 0	4000 In 1400 Sp 5400	0 0 0	0 0 0		240 80 320	240 80 320	296 111 407							980 0 980	2180 0 2180	64 1129 1193
63#	A.A.F.	W535 ac-18722	B-24E Douglas	W535 ac-25049 (S-3) 12-4-42	53 54	23E50	6477A-0	2248 In 787 Sp 3035	2004 In 604 Sp 2608	244 In 183 427	644 144 788	400 144 544	244 183 427													
3#	A.A.F.	W535 ac-24663	B-24E North American	W535 ac-25049 (S-3) 12-4-42	7 8	23E50	6477A-0	3000 In 1050 Sp 4050	644 In 700 Sp 1344	2356 In 350 Sp 2706	80 0 80	0 0 0	531 0 531	400 0 400	320 0 320	320 80 400	480 160 640	305 110 415								
63#	A.A.F.	W535 ac-26992	B-24D Consol.	W535 ac-25049 (S-3) 12-4-42	20	23E50	6477A-0	168 In	168 In	0 In	0	0														
63#	A.A.F.	W535 ac-24620	B-24E Consol.	W535 ac-25049 (S-3) 12-4-42	20 21	23E50	6477A-0	2128 In 707 Sp 2835	2128 In 707 Sp 2835	0 In 0 Sp 0	0 0 0	0 0 0														
63#	A.A.F.	W535 ac-24620	PB4Y-1	W535 ac-25049 (S-3) 12-4-42	21 2	23E50	6477A-0	97 Sp 131 Sp 228	97 Sp 131 Sp 228	0 Sp 0 Sp 0	0 0 0	0 0 0														

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AERONAUTICAL MONTHLY PROGRESS REPORT

STATUS OF CONTRACT CHART

NASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN
(Compiled from our estimated shipping schedule #19 dated 12-1-43)

REPORT ITEM	UNIT WEIGHT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	1943 DEC.	1944 JAN.	FEB.	MAR.
29	663#	A.A.F.	W535 ac-21216	PB4Y-1	W535 ac-25049 (S-3) 12-4-42	14	23E50	6477A-0	79 Sp	79 Sp	0	79	79				
30	666#	A.A.F.	W535 ac-21216	C-47 Ford	W535 ac-25049 (S-3) 12-4-42	10 11	23E50	6477A-0	240 In 84 Sp 324	240 In 84 Sp 324	0 In 0 Sp 0	0 0 0	0 0 0				
31	666#	A.A.F.	W535 ac-20669	C-47 Douglas	W535 ac-25049 (S-3) 12-4-42	10 11	23E50	6477A-0	2000 In 700 Sp 2700	2000 In 700 Sp 2700	0 In 0 Sp 0	0 0 0	0 0 0				
32	663#	A.A.F.	W535 ac-21216	C-47 Ford	W535 ac-25049 (S-3) 12-4-42	65 67	23E50	6477A-0	140 In 49 Sp 189	140 In 49 Sp 189	0 In 0 Sp 0	0 0 0	0 0 0				
33	663#	A.A.F.	DA W535 ac-1043	C-47 Douglas	W 535 ac-25049 (S-3) 12-4-42	66 68	23E50	6353A-18	300 In 105 Sp 405	300 In 105 Sp 405	0 In 0 Sp 0	0 0 0	0 0 0				
34	613#	A.A.F.	W535 ac-26937	C-53 Douglas	W535 ac-25049 (S-3) 12-4-42	73 74	23E50	6353A-18	318 In 111 Sp 429	318 In 111 Sp 429	0 In 0 Sp 0	0 0 0	0 0 0				
35	679#	A.A.F.	W535 ac-19341	PBJ-1	W535 ac-25049 (S-12) 10-18-43	137 138	23E50	6359A-18	400 In 140 Sp 540	400 In 0 Sp 400	0 In 140 Sp 140	135 140 275	135 0 135	0 140 140			
36	761#	British		Lancaster	DA W535 ac-149 6-28-41	1	23EX	6353A-0	4452 In & Sp	4452 In & Sp	0	0	0				
37	748#	British		Lancaster	W535 ac-25049 (S-9) 12-4-42	37A 37B	23EX	6353A-0	5200 In 1832 Sp 7032	5200 In 1832 Sp 7032	0 In 0 Sp 0	0 0 0	0 0 0				
38	773#	British		Lancaster	W535 ac-25049 (S-9) 12-4-42	37A 37B	23EX	6519A-0	4198 In 1353 Sp 5551	3517 In 790 Sp 4307	681 In 563 Sp 1244	940 240 1180	940 240 1180	681 447 1128	0 116 116		
39	773#	British		Lancaster	W535 ac-25049 (S-9) 12-4-42	40A 40B	23EX	6519A-0	288 In 124 Sp 412	180 In 35 Sp 215	108 In 89 Sp 197	0 0 0	0 0 0		108 89 197		
40	773#	British		Lancaster	W535 ac-25049 (S-9) 12-4-42	40A	23E50	6353A-0	60 In	60 In	0 In	0	0				
41	773#	British		Lancaster	W535 ac-25049 (S-15)	168 169	23EX	6519A-0	3448 In 1209 Sp 4657	0 In 0 Sp 0	3448 In 1209 Sp 4657	0 0 0	0 0 0		1147 0 1147	1260 400 1660	738 0 738
42	775#	British		Lancaster	W535 ac-25049 (S-15)	177 178	23EX	6519A-0	684 In 238 Sp 922	0 In 0 Sp 0	684 In 238 Sp 922	0 0 0	0 0 0				684 238 922

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AERONAUTICAL MONTHLY PROGRESS REPORT

STATUS OF CONTRACT CHART

NASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN
(Compiled from our estimated shipping schedule #19 dated 12-1-43)

	UNIT WEIGHT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC.	1944 JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	1945 JAN.
663#		A.A.F.	W535 ac-21216	PB4Y-1	W535 ac-25049 (S-3) 12-4-42	14	23E50	6477A-0	79 Sp	79 Sp	0	79	79														
666#		A.A.F.	W535 ac-21216	C-47 Ford	W535 ac-25049 (S-3) 12-4-42	10 11	23E50	6477A-0	240 In 84 Sp 324	240 In 84 Sp 324	0 In 0 Sp 0	0 0 0	0 0 0														
666#		A.A.F.	W535 ac-20669	C-47 Douglas	W535 ac-25049 (S-3) 12-4-42	10 11	23E50	6477A-0	2000 In 700 Sp 2700	2000 In 700 Sp 2700	0 In 0 Sp 0	0 0 0	0 0 0														
663#		A.A.F.	W535 ac-21216	C-47 Ford	W535 ac-25049 (S-3) 12-4-42	65 67	23E50	6477A-0	140 In 49 Sp 189	140 In 49 Sp 189	0 In 0 Sp 0	0 0 0	0 0 0														
663#		A.A.F.	DA W535 ac-1043	C-47 Douglas	W 535 ac-25049 (S-3) 12-4-42	66 68	23E50	6353A-18	300 In 105 Sp 405	300 In 105 Sp 405	0 In 0 Sp 0	0 0 0	0 0 0														
613#		A.A.F.	W535 ac-26937	C-53 Douglas	W535 ac-25049 (S-3) 12-4-42	73 74	23E50	6353A-18	318 In 111 Sp 429	318 In 111 Sp 429	0 In 0 Sp 0	0 0 0	0 0 0														
679#		A.A.F.	W535 ac-19341	PBJ-1	W535 ac-25049 (S-12) 10-18-43	137 138	23E50	6359A-18	400 In 140 Sp 540	400 In 0 Sp 400	0 In 140 Sp 140	135 140 275	135 0 135	0 140 140													
761#		British		Lancaster	DA W535 ac-149 6-28-41	1	23EX	6353A-0	4452 In & Sp	4452 In & Sp	0	0	0														
748#		British		Lancaster	W535 ac-25049 (S-9) 12-4-42	37A 37B	23EX	6353A-0	5200 In 1832 Sp 7032	5200 In 1832 Sp 7032	0 In 0 Sp 0	0 0 0	0 0 0														
773#		British		Lancaster	W535 ac-25049 (S-9) 12-4-42	37A 37B	23EX	6519A-0	4198 In 1353 Sp 5551	3517 In 790 Sp 4307	681 In 563 Sp 1244	940 240 1180	940 240 1180	681 447 1128	0 116 116												
773#		British		Lancaster	W535 ac-25049 (S-9) 12-4-42	40A 40B	23EX	6519A-0	288 In 124 Sp 412	180 In 35 Sp 215	108 In 89 Sp 197	0 0 0	0 0 0		108 89 197												
773#		British		Lancaster	W535 ac-25049 (S-9) 12-4-42	40A	23E50	6353A-0	60 In	60 In	0 In	0	0														
773#		British		Lancaster	W535 ac-25049 (S-15)	168 169	23EX	6519A-0	3448 In 1209 Sp 4657	0 In 0 Sp 0	3448 In 1209 Sp 4657	0 0 0	0 0 0		1147 0 1147	1260 400 1660	738 0 738	303 809 1112								
778#		British		Lancaster	W535 ac-25049 (S-15)	177 178	23EX	6519A-0	684 In 238 Sp 922	0 In 0 Sp 0	684 In 238 Sp 922	0 0 0	0 0 0				684 238 922										

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AERONAUTICAL MONTHLY PROGRESS REPORT

STATUS OF CONTRACT CHART

NASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN
(Compiled from our estimated shipping schedule #19 dated 12-1-43)

REPORT ITEM	UNIT WEIGHT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	ESTIMATED 1943 DEC.	1944 JAN.	FEB.	MAR.	APR	MAY	JUNE
43	773#	British		Lancaster	Pending		23EX	6519A-0	12018 In 4205 Sp 16223	0 In 0 Sp 0	12018 In 4205 Sp 16223	0 0 0	0 0 0					668 0 668	1480 700 2180	1480 700 2180
44	773#	British		Lancaster	Pending		23EX	6519A-0	346 In 122 Sp 468	0 In 0 Sp 0	346 In 122 Sp 468	0 0 0	0 0 0							
45	748#	British		Mosquito	DA W535 ac-149 6-28-41	1	23EX	6353A-12	548 In & Sp	548 In & Sp	0	0	0							
46	748#	British		Mosquito	W535 ac-25049 (S-9) 12-4-42	49A 49B	23EX	6353A-12	500 In 158 Sp 658	500 In 158 Sp 658	0 In 0 Sp 0	0 0 0	0 0 0							
47	773#	British		Mosquito	W535 ac-25049 (S-9) 12-4-42	43A 43B	23EX	6519A-12	2186 In 756 Sp 2942	1806 In 664 Sp 2470	380 In 92 Sp 472	192 228 420	192 228 420	380 92 472						
48	773#	British		Mosquito	W535 ac-25049 (S-15)	186 187	23EX	6519A-12	2068 In 725 Sp 2793	0 In 0 Sp 0	2068 In 725 Sp 2793	0 0 0	0 0 0			128 0 128	240 0 240	0 320 320	320 0 320	320 0 320
49	773#	British		Mosquito	W535 ac-25049 (S-15)	195 196	23EX	6519A-12	262 In 90 Sp 352	0 In 0 Sp 0	262 In 90 Sp 352	0 0 0	0 0 0		240 0 240	22 90 112				
50	773#	British		Mosquito	Pending		23EX	6519A-12	116 In 41 Sp 157	0 In 0 Sp 0	116 In 41 Sp 157	0 0 0	0 0 0							
51	686#	British		York	W535 ac-25049 (S-12) 10-18-43	145	23EX	6359A-12	15	15	0	0	0							
				TOTALS					148093	67453	80640	7000	5004	6000	6000	6000	6000	6000	6000	6000

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OTICAL MONTHLY PROGRESS REPORT

STATUS OF CONTRACT CHART

WASH-KELVINATOR CORPORATION PROPELLER DIVISION, LANSING, MICHIGAN
(Compiled from our estimated shipping schedule #19 dated 12-1-43)

FOR MONTH OF NOVEMBER, 1943

IT ORT	PROCURING AGENCY	AIRPLANE CONTRACT NUMBER	MODEL DESIGNATION	PROPELLER CONTRACT NO. AND DATE	CONT. ITEM	TYPE HUB	TYPE BLADE	APPLICABLE QUANTITY ON CONTRACT	QUANTITY PRODUCTION TO DATE ACCEPTED	BALANCE TO BE ACCEPTED	CURRENT MONTH DELIVERIES EST.	CURRENT MONTH DELIVERIES ACT.	ESTIMATED FUTURE DELIVERIES 1943 DEC.	1944 JAN.	FEB.	MAR.	APR	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	1945 JAN.
#	British		Lancaster	Pending		23EX	6519A-0	12018 In 4205 Sp 16223	0 In 0 Sp 0	12018 In 4205 Sp 16223	0 0 0	0 0 0					668 0 668	1480 700 2180	1480 700 2180	1312 400 1712	1680 500 2180	1680 500 2180	1438 400 1838	1700 800 2500	580 205 785	
#	British		Lancaster	Pending		23EX	6519A-0	346 In 122 Sp 468	0 In 0 Sp 0	346 In 122 Sp 468	0 0 0	0 0 0								346 122 468						
#	British		Mosquito	DA W535 ac-149 6-28-41	1	23EX	6353A-12	548 In & Sp	548 In & Sp	0	0	0														
#	British		Mosquito	W535 ac-25049 (S-9) 12-4-42	49A 49B	23EX	6353A-12	500 In 158 Sp 658	500 In 158 Sp 658	0 In 0 Sp 0	0 0 0	0 0 0														
#	British		Mosquito	W535 ac-25049 (S-9) 12-4-42	43A 43B	23EX	6519A-12	2186 In 756 Sp 2942	1806 In 664 Sp 2470	380 In 92 Sp 472	192 228 420	192 228 420	380 92 472													
#	British		Mosquito	W535 ac-25049 (S-15)	186 187	23EX	6519A-12	2068 In 725 Sp 2793	0 In 0 Sp 0	2068 In 725 Sp 2793	0 0 0	0 0 0					128 0 128	240 0 240	0 320 320	320 0 320	320 0 320	0 320 320	320 0 320	320 0 320	420 85 505	
#	British		Mosquito	W535 ac-25049 (S-15)	195 196	23EX	6519A-12	262 In 90 Sp 352	0 In 0 Sp 0	262 In 90 Sp 352	0 0 0	0 0 0		240 0 240	22 90 112											
#	British		Mosquito	Pending		23EX	6519A-12	116 In 41 Sp 157	0 In 0 Sp 0	116 In 41 Sp 157	0 0 0	0 0 0												116 41 157		
#	British		York	W535 ac-25049 (S-12) 10-18-43	145	23EX	6359A-12	15	15	0	0	0														
TOTALS								148093	67453	80640	7000	5004	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	6000	2640

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RCS 6548 FBD DAYTON DEC 17 1943 345AXX PM

ATN: CAPT J B JEMINGS PR I O R I T Y

TWELVE EACH R-~~330-23~~ ENGINES DHXX SHIPPPXX SHIPPED 15 DECEMBER 1943.

END AFAMC

RESOURCES CONTROL SCXX SECTION

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CONFIDENTIAL

AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R114
Approval Expires 1/15/44

Report for Month of NOVEMBER 1943

Facility REMINGTON RAND INC. City JOHNSON CITY State NEW YORK

PROPELLERS

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 D	1944 J	F	M	A	M	J	J	A	S	O	N	Bal. Due
1	~~AAF~~	~~B-17F~~	~~29749~~		13	~~25E50/6477A-0 In.~~	~~1400~~	~~783~~	~~617~~	~~416~~	~~432~~	~~43~~	~~568~~											
2	"	20282	9-11-42		13	" " Sp.	1000	288	712	305	288	712												
3	"	B-17F	29749		13	" " In.	200	200	-	-	-													
4	"	20290	9-11-42		14	" " Sp.	910	910	-	616	725													
5	"				18	" 6477A-0 Sp.Bl.	2750	51	2679	-	-														2679
6	"	A-35B	29749		25	25E50/6559A-24 In.	280	-	280	-	-	80	80	90	30									
7	"	24664	9-11-42		26	" " Sp.	98	-	98	-	-	28	28	32	10									
8	"				28	6559A-24 Sp.Bl.	421	-	421	-	-		141	150	130									
9	"	A-20G	29749		29	25E50/6555A-21 In.	400	-	400	-	-	575	25											
10	"	26294	9-11-42		29	" " Sp.	300	-	300	-	-		300											
11	"				30	" " Sp.	245	-	245	-	-	125	120											
12	"				34	6555A-21 Sp.Bl.	755	-	755	-	-		340	170	170	55								
13	"	C-93	29749		43	25E50/6477A-0 In.	1200	60	1140	38	38					22	36	50	50	66	84	104	116	612
14	"	N-5884	9-11-42		44	" " Sp.	420	18	402	13	13				1	10	15	18	18	23	29	36	41	215
15	"				48	6477A-0 Sp.Bl.	1260	-	1260															1260
16	"	B-25D	29749		49	25E50/6559A-18 In.	2650	2456	194	-	-	194												
17	"	19341	9-11-42		50	" " Sp.	928	834	94	453	427	94												
18	"	B-25H	29749		49	" " In.	2000	1230	770	-	-			26	170	180	180	180	34					
19	"	30478	9-11-42		50	" " Sp.	700	339	361	105	105	-	45	56	59	65	65	65	12					
20	"	B-25G	29749		49	" " In.	600	600	-	-	-													
21	"	27590	9-11-42		50	" " Sp.	210	210	-	-	-													
22	"				54	6559A-18 Sp.Bl.	5515	517	4998	-	210	210												4786
23	"	B-17F	29749		59	25E50/6477A-0 In.	2400	1060	1340	420	420	400	432	400	108									
24	"	55321	9-11-42		60	" " Sp.	840	120	720	230	120	258	220	215	27									
25	"				64	6477A-0 Sp.Bl.	2520	-	2520															2520
26	"	B-25D	29749		73	25E50/6559A-18 In.	600	-	600	546	-	600												
27	"	19341T	9-11-42		74	" " Sp.	210	-	210	-	-	121	89											
28	"				77	6559A-18 Sp.Bl.	630	-	630	-	-													630
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)												(14)

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Contractor's Representative

Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R114
Approval Expires 1/15/44

Report for Month of NOVEMBER 1943

Facility REMINGTON RAND INC. City JOHNSON CITY State NEW YORK

PROPELLERS

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1943 D	1944 J	F	M	A	M	J	J	A	S	O	N	Bal. Due
29	AAF	C-54A	29749		79	23E50/6507A-0 In.	200	-	200	-	-													
30	"	R-5D-1	9-11-42		80	" " Sp.	70	-	70	-	-													200
31	"	AC561T			85	6507A-0 Sp.Bl.	210	-	210	-	-													70
32	"	A-20H	29749		86	23E50/6555A-21 In.	4000	-	4000	-	-					448	572	572	572	572	572	572	120	210
33	"	40055T	9-11-42		87	" " Sp.	1400	-	1400	-	-					157	200	200	200	200	200	200	45	
34	"				90	6555A-21 Sp.Bl.	6000	-	6000	-	-													6000
35	"	B-17F	29749		92	23E50/6477A-0 In.	4000	-	4000	-	-				556	416	416	432	416	416	416	400	432	500
36	"	40051T	9-11-42		95	" " Sp.	1400	-	1400	-	-				125	145	145	151	146	146	146	140	151	105
37	"				96	6477A-0 Sp.Bl.	5600	-	5600	-	-													5600
38	"	C-54	29749		99	23E50/6507A-0 In.	2000	-	2000	-	-													2000
39	"	AFP550625	9-11-42		100	" " Sp.	700	-	700	-	-													700
40	"	J Prog.			101	6507A-0 Sp.Bl.	2100	-	2100	-	-													2100
41	"	UK M-55	29749		107	23E50/6507A-6 In.	1481	-	1481	-	-		15	25	25	57	50	65	87	125	125	125	125	681
42	"	AFP562254	9-11-42		108	" " In.	6	-	6	-	-	6												1190
43	"				110	6507A-6 Sp.Bl.	1190	-	1190	-	-													460
44	"	C-47A	29749		115	23E50/6477A-0 In.	1000	-	1000	-	-								98	196	148	98		161
45	"	32725T	9-11-42		114	" " Sp.	350	-	350	-	-								54	69	52	54		1050
46	"				117	6477A-0 Sp.Bl.	1050	-	1050	-	-													
47	"	C-54A	29749		119	23E50/6507A-0 In.	300	-	300	-	-	32	56	56	16	20	20	12	24	20	28	36	20	
48	"	20284	9-11-42		120	" " Sp.	105	-	105	-	-	-	31	6	6	7	7	4	8	7	10	12	7	
49	"				121	6507A-0 Sp.Bl.	515	-	515	-	-													515
50	"	C-54A	29749		125	23E50/6507A-0 In.	400	-	400	-	-												12	388
51	"	AC 561	9-11-42		124	" " Sp.	140	-	140	-	-												4	136
52	"				128	6507A-0 Sp.Bl.	420	-	420	-	-													420
53	"	A-20GB,C	29749		129	23E50/6555A-21 Sp.	462	-	462	-	-		100	100	100	100	62							
		ASC65891A	9-11-42																					
54	"	R-4D-5	29749		151	23E50/6477A-0 In.	200	-	200	-	-	38	10	6	10	8	8	6	4	4	2	2		102
55	"	32725T	9-11-42		152	" " Sp.	70	-	70	-	-	13	4	2	4	3	3	2	1	1	1	1		35
56	"				155	6477A-0 Sp.Bl.	210	-	210	-	-													210
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)												(14)

Contractor's Representative

Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R1[illegible]
Approval Expires 1/15/[illegible]

Report for Month of NOVEMBER 1945

Facility REMINGTON RAND INC. City JOHNSON CITY State NEW YORK

PROPELLERS

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1945 D	1944 J	F	M	A	M	J	J	A	S	O	N	Bal. due
57	AAF	B-25D	29749		137	23E50/6559A-18 In.	1500	-	1500	-	-		412	540	540	8								
58	"	19341	9-11-42		138	" " Sp.	525	-	525	-	-		144	189	189	3								
59	"				139	6559A-18 Sp.Bl.	1575	-	1575	-	-													1575
60	"	B-25H	29749		141	23E50/6559A-18 In.	2200	-	2200	-	-								148	180	120	80	40	1654
61	"	40052	9-11-42		142	" " Sp.	770	-	770	-	-								51	56	42	28	14	579
62	"				145	6559A-18 Sp. Bl.	2510	-	2510	-	-													2510
63	"	B-25	29749		145	23E50/6559A-18 In.	4800	-	4800	-	-					152	540	540	540	540	540	540	540	888
64	"	40055T	9-11-42		146	" " Sp.	1680	-	1680	-	-					46	189	189	189	189	189	189	189	511
65	"				147	6559A-18 Sp.Bl.	5040	-	5040	-	-													5040
66	"	B-17F	29749		149	23E50/6477A-0 In.	4000	-	4000	-	-				516	400	400	400	400	400	400	400	400	84
67	"	40052T	9-11-42		150	" " Sp.	1400	-	1400	-	-				111	140	140	140	140	140	140	140	140	29
68	"				151	6477A-0 Sp.Bl.	5600	-	5600	-	-													5600
69	"	A-20H	29749			23E50/6553A-21 In.	600	-	600	-	-												452	148
70	"	J Prog.	9-11-42			" " Sp.	210	-	210	-	-												158	52
71	"					6553A-21 Sp.Bl.	900	-	900	-	-													900
72	"	A-35B	29749			23E50/6559A-24 In.	250	-	250	-	-				90	80	80							
73	"	24664	9-11-42			" " Sp.	88	-	88	-	-				32	28	28							
74	"					6559A-24 Sp.Bl.	375	-	375	-	-													375
75	"	C-54A	29749			23E50/6507A-0 In.	1600	-	1600	-	-							28	260	280	300	300	320	112
76	"	27511	9-11-42			" " Sp.	560	-	560	-	-							10	91	98	105	105	112	39
77	"					6507A-0 Sp.Bl.	252	-	252	-	-													252
78	"	C-54A	29749			23E50/6507A-0 In.	300	-	300	-	-						104	196						
79	"	27511	9-11-42			" " Sp.	105	-	105	-	-						36	69						
80	"					6507A-0 Sp.Bl.	515	-	515	-	-													515
81	"	C-87	29749			23E50/6477A-0 In.	404	-	404	-	-	164	96	120	24									
82	"	AFF362934	9-11-42			" " Sp.	141	-	141	-	-	58	34	42	7									
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)												(14)

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Contractor's Representative C. A. Schuey
For R. Bender, Chief of Planning

Army (Navy) Representative A. V. Rochford
A.V.Rochford, Capt., A.C.

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-8 ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 80-R11%
Approval Expires 1/15/4%

Report for Month of NOVEMBER

PROPELLERS

Facility SENSENICH BROTHERS City LITITZ State PENNSYLVANIA

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	Dec.	Jan.	Feb.	Mar.	Apr.	May
1	AAF	N2S-5	42-16605-P 4/11/42		4	98AA64 and 42K19593	In.	1200	981	219	0	0	0	50	100	69		
2	AAF	N2S-5	43-4538-P 8/21/42		1	98AA64	In.	200	0	200	0	0	0	50	100	50		
3	AAF	PT-17	42-19116-P 5/25/42		1	42K19593	Sp.	50	32	18	0	32	18					
4	AAF	N2S-5	44-3638-P 11/15/43		1	98AA64	Sp.	318	0	318	0	0	0	0	150	168		
5	AAF	PT-17	43-23381-P 3/10/43		1	98AA64 and 42K19593	Sp.	2400	1210	1190	250	235	390	400	400			
6	AAF	PT-23 ac29738 ac26981 ac26611	6/18/42		1	43K15131 and 90LA78	In.	1800	1372	428	50	81	22	50	50	34		
											50	50	0	50	50	50	50	72
7	AAF	PT-23	ac29738 6/18/42		2	43K15131 and 90LA78	Sp.	630	470	160	27	27	36	34	35	30	18	7
8	AAF	PT-23	42-29738 6/18/42		3	90LA78 and 43K15131	Sp.	900	671	229	39	39	50	50	50	43	25	11
9	AAF	PT-23	42-21268-P 6/4/42		1	90LA78 and 43K15131	In.	200	200	0	70	70	Completed					
10	AAF	PT-23	42-21268-P		2	90LA78 and	Sp.	70	70	0	31	31	Completed					
11		PT-23	6/4/42		3	43K15131	Sp.	100	100	0	45	45	Completed					
12	AAF	PT-26	ac 30151		1	86R61	In.	800	584	216	99	100	99	117				
13		ac30110	8/1/42		2	86R61	Sp.	280	208	76	2	2	35	41				
14	AAF	L-5	44-3121-P		1	43K23447	In.	850	25	825	75	25	248	200	200	177		
15			10/13/43		2	43K23447	Sp.	1955	0	1955	168	0	434	434	350	350	387	
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)					(14)

Contractor's Representative Wm M Sensenich

William W. Sowik
Army (Navy) Representative ASCLR

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 39-R114
Approval Expires 1/15/44

Report for Month of NOVEMBER

PROPELLERS

Facility GENERICH BROTHERS City LITITZ State PENNSYLVANIA

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB	BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Actual	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.
16	Fairchild	C-61 ac 915-2	76928 5/28/42		1	86CA69	In.	600	443	157	50	56	50	50	57						
17	Fairchild	C-61 ac28355	85819-2 10/14/42		1	86CA69	In.	52	0	52	0	0	0	0	0	52					
18	Fairchild	C-61 ac28355	85819-3 10/14/42		1	86CA69	In.	123	0	123	0	0	0	0	0	0	40	40	43		
21	AAF	L-5	ac35343 12/10/42		3	85LY57	Sp.	1700	1675	25	150	125	25								
22	AAF	L-2A-3B	43-23276-P		1	43K10107	Sp.	450	210	240	30	30	0	30	30	60	30	30	30	30	
23	AAF	and 4A	2/4/43		2	43K10107	Sp.	3000	1350	1650	100	50	50	200	200	400	200	200	200	200	
24	AAF	"	"		3	43K10107	Sp.	150	120	30	15	15	0	15	0	15					
25	AAF	"	"		4	43K10107	Sp.	1000	700	300	100	0	100	100	0	100					
26	AAF	"	"		5	43K10107	Sp.	300	180	120	30	0	30	30	30	30					
27	AAF	"	"		6	43K10107	Sp.	2000	1200	800	200	0	200	200	200	200					
28	Taylorcraft	L-2A ac36504	29190 2/8/43		1	72C42	In.	1100	995	105	200	155	105								
29	Piper	L-4A ac36506	2397 2/12/43		1	72C42	In.	1500	1244	256	250	237	256								
30	Aeronca	L-3B ac36144	F-8874 1/27/42		1	72C42	In.	500	475	25	50	50	25								
31	AAF	PT-22	43-18789-AF 1/7/43		1	42K12335-M	Sp.	1200	1042	158	158	0	158								
32	Aeronca	L-3B ac36144	G3846 1/12/43		1	72C42	In.	100	0	100	0	0	50	50							
33	AAF	PQ-8A	44-1999-P 9/12/43		2	72C66	Sp.	200	75	125	36	23	55	40	30						
34	AAF		43-32538-AF 6/14/43		3	41K5921-29	Sp.	2	1	1	0	0	Cancelled								
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)								(14)

Contractor's Representative

Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 40-R114
Approval Expires 1/15/44

Report for Month of NOVEMBER

PROPELLERS

Facility SENSENICH BROTHERS City LITITZ State PENNSYLVANIA

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB BLADE		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July
36	Piper	L-4A ac36506	S-761 10/26/43		1	72C42	In.	1150	0	1150	0	0	44	250	250	250	250	106		
38	AAF	TO-78B	43-28969-P 5/4/43		2	43K13605	Sp.	1315	785	530	180	165	46	214	270					
39	Small Depot Purchase Orders									0		0								
40	AAF	N2T-1	43-7130-P 10/3/42		1	98CA78	In.	50	0	50	0	0	0	50						
41	AAF	J4F-1	44-3045-P 10/16/43		1	82RS72	Sp.	400	30	370	100	30	150	120	100					
					2	MT-4S		600	0	600	600	0	600							
						MT-6M		600	0	600	600	0	600							
43	Eng. Corps	J4F-1	CP-606 10/4/43		1	82RS72	Sp.	2	2	0	2	2	Completed							
44	Eng. Corps	J4F-1	CP-634 10/5/43		1	82RS72	Sp.	2	2	0	2	2	Completed							
45	Coast Guard	J4F-1	ECS-0264A 6/16/43		1	82RS72	Sp.	100	70	30	80	50	30							
46	AAF	PT-19B	43-27318-P		1	43K15131	In.	500	164	336	109	109	75	75	75	36				
47		ac29756	4/19/43		2	43K15131	Sp.	150	72	78	68	68	22	23	22	11				
48	AAF	PT-19B	43-27318-P 4/19/43		3	43K15131	Sp.	1000	343	657	200	215	285	150	150	72				
49	AAF	PT-19B	43-25907		1	43K15131	In.	450	0	450	0	0	120	0	0	120	120	90		
50		ac29835	3/25/43		3	43K15131	Sp.	1035	0	1035	0	0	228	0	0	310	230	173	94	
52	AAF	PT-19-26	ac 26994		1	43K15131	Sp.	1050	789	261	100	100	100	100	61					
53			3/21/42		2	43K15131	Sp.	1500	1261	239	0	0	0	0	39	100	100			
54	AAF	PT-26	ac30151		4	43K15131	In.	600	533	67	50	50	50	17						
55		ac30109	8/5/42		5	43K15131	Sp.	210	190	20	15	15	15	5						
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)							(14)

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Contractor's Representative

Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-8 ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 49-R118
Approval Expires 1/15/44

Report for Month of November

PROPELLERS

Facility Sensenich Brothers City Lititz State Pennsylvania

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.
56	AAF	PT-26	ac 30151		6	43K15131	Sp.	300	267	33	25	25	25	8										
		ac 30109	8/1/42																					
58	AAF	PT-19	42-21895-P		1	43K15131 and 86R61	In.	1000	978	22	92	70	22											
			6/12/42																					
59	AAF	Open	ac 41030		1	Propellers			58	241	0	26												
		Contract	8/7/43			Metal Tips			12734	33500	0	7,500												
						Screws and Rivets			250000	200000	0	250000												
60	Navy Purchase Orders									1		0												
61	AAF	Test	44-3214-AF		289	TC4CB40	Sp.	1	1	0	1	1	Completed											
62		Clubs	10/18/43		290	TC4CB40	Sp.	1	1	0	1	1	Completed											
63	Navy	N288s-16071			3	Metal Tips	MT-5S	200	50	150	150	0	150											
64	"		8/20/43		4	Metal Tips	MT-5S	100	50	50	50	0	50											
65	"	"			5	Metal Tips	MT-5S	300	0	300	300	0	300											
66	"	"			6	Metal Tips	MT-5S	2000	0	2000	2000	0	2000											
70	"	"			10	Metal Tips	MT-6S	1000	300	700	700	0	700											
71	Koppers		17999-135		1	Model W-18		500	72	428	50	22	75	75	75	75	100	28						
			4/5/43																					
72	Koppers		17999-311		1	Model W-24R		1	0	1	0	0	1											
			11/22/43																					
73	Koppers		17999-312		1	Model W-35		2	0	2	0	0	2											
			11/25/43																					
76	C.A.P. and N.T.S.									883		347												
77	Army Sample Props.									0														
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)											(14)

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Contractor's Representative

Army (Navy) Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

AI-8 ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 29-R114
Approval Expires 1/15/44

Report for Month of November

PROPELLERS

Facility Sensenich Brothers City Lititz State Pennsylvania

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB BLADE		Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.
79	Koppers		17999-291 9/1/43		1	Model W-32		4	4	0	4	4	Completed											
81	AAF	Test Clubs	44-2199-AF 9/15/43		1	7407B60	Sp.	50	48	2	45	47	2											
82	Piper	ac 36506	3529 4/3/43		1	76B47		1	0	1	0	0	0	1										
						70D42		10	5	5	0	0	0	5										
						72J42		40	28	12	0	0	0	12										
						70LY34		25	2	23	0	0	0	11	12									
83	Culver	PC-14 ac19214	20275 10/18/43		1	660A63	In.	120	55	65	120	55	65											
84	Culver	PC-14 ac40802	20276 10/18/43		1	660A63	In.	1200	0	1200	0	0	100	150	150	150	150	150	150	150	50			
85	AAF	L-4	44-3010-P 10/11/43		1	43K10107	Sp.	1150	0	1150	0	0	0	0	0	0	9	5	230	230	230	230	225	
86	Navy	TDC-2	N0a(S)2268 11/12/43		1	728C62	Sp.	6	0	6	0	0	6											
87	Navy	AE-1	N238s-18475 11/27/43		1	747C46	Sp.	100	0	100	0	0	0	0	100									
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)											(14)

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A. M. P. R. No. 3 — TROUBLE CHART

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MATERIEL DIVISION
CONSOLIDATED STATISTICAL REPORT

1. For the Month of November

AERONAUTICAL MONTHLY PROGRESS REPORT—SECTION III PART

2. Name of Company Sensenich Brothers

Address Lititz, Pennsylvania

3. Check the chart for actual or anticipated troubles in any of the categories listed, which will interfere with Army, Navy and British delivery schedules. Information is desired, also, on any troubles in any other category, not listed, that may delay the Army, Navy and British delivery schedules. A complete explanation is desired. Check "X" to the left of only those troubles that are experienced or anticipated. Where possible relate troubles and contracts.

	Labor		New Facilities		Engineering
	Raw Materials		Gov. Furnished Equip.		4. OTHER
	Machine Tools		Financial		
	Other Equipment		Power		
	Sub-Contractors		Transportation		

5. Explanation

Item 1-Contract 43-23381-P-Design 98AA64	Production being increased on this design
Item 1-Contract 44-3121-P-Design 43K23447 and 2	Sensenich Brothers increasing production of this design to meet requirements.
Item 3-Contract ac35343-Design 85LY57	Contract will be completed in December
Item 2-Contract 43-23276-P-Design 43K10107	One-half November shipment deferred until March
Item 1-Taylorcraft 29190) Item 1-Piper 2397)-Design 72C42	Meeting manufacturer's requirements
Item 1-Contract 43-18789-/F-Design 42K12335M	Contract should be completed in December
Item 1-Contract 44-1999-P-Design 72SC66	Contract will be brought up to date in December
Item 2-Contract 43-28969-P-Design 43K13605	Contract ahead of schedule
Item 1 Contract 44-3045-P-Design 82RS72	Increasing production on this design
Item 1-Contract ECS-0264A-Design 82RS72	Contract will be completed in December
Item 1-Contract 42-21895-P-Design 43K15131	Contract will be completed in December
Item 1-Culver 20275-Design 66CA63	Order will be completed in December

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

Budget Bureau No. 40-R11
Approval Expires 1/15/44

Report for Month of November

PROPELLERS

Facility A. O. Smith Corporation City Milwaukee State Wisconsin

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1944 Dec.	Jan.	Feb.	Mar.	Apr.	May	June	Bal. Due
1	AAF	P47-G	W535-ac-36135 (1-23-43)		1	Hollow Steel Propeller, Types SPA-1, SPA-3, SPA-5	10000	1040	8960	500	336	500	750	900	1500	2000	2500	810	0
		Letter contract dated 11-19-43 for supplement to Contract W535-ac-36135; SPA-1-100 Blade					15750												
		Contractor's proppsal dated 10-4-43 for supplement to Contract W535-ac-36135; SPA-3, 5 or 7 Blade					10000												
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)							(14)

Contractor's Representative C. Morse Puls

Army (Navy) Representative William J. Nash 2nd Lt. A.C. for WILLARD M. BROOK, Major, A.C. AAF Resident Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

#1-B ACTUAL AND ESTIMATED SHIPMENTS

airmail

Budget Bureau No. 49-R114
Approval Expires 1/15/44

Report for Month of November 1943

PROPELLERS

Facility U. S. Propellers, Inc. City Glendora State California

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number Date	Lot No.	Item No.	TYPE HUB / BLADE	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Actual	D	J	F	M	A	M	J	J	A	S	O	N	
1	Interstate Aircraft Corp. Navy	TDR	NXS 10511 2-23-43		1	41G-2325-9 96LG98 In.	210	134	76	41	6	38	38											
2	American Aviation Navy	TDR	NOA(s) 191 4-12-43		1	41G-2325-9 96LG98 In.	200	114	86	48	10	43	43											
3	Interstate Aircraft Navy	TDR	NOA(s) 994 9-1-43		1	41G-2325-9 96LG98 In.	1000	0	1000	62	0		62	62	62	62	62	62	62	62	62	62	62	To Completion
4	AAF	L-6	535AC 44-416P 40967		1	Kinner 8130 44K7797	500	278	222	100	118	120	102											
5	American Aviation Navy	TDR	NOA(s) 1207		1	41G-2325-9 96LG98 In.	540	0	540	0	0		54	54	108	108	108	108						
6	AAF	L-6	W535AC 35915 43-16450P		2	76FGS-64	1955	391	0	79	79	Contract cancelled 4-29-43. Instructed to ship OTT53-93211 all finished props. on hand at time of cancellation, totaling 79.													
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)												(14)

Albert L. Fisher

Contractor's Representative J. C. Hill

Army (Navy) Representative

ALBERT L. FISHER
Major, Air Corps
AAF Area Representative

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AERONAUTICAL MONTHLY PROGRESS REPORT

S1-8 ACTUAL AND ESTIMATED SHIPMENTS

Bureau of Budget No. 49-R118
Approval Expires 1/19/44

Report for Month of NOVEMBER, 1943

Facility THE WARNER AIRCRAFT CORPORATION City DETROIT State MICHIGAN

PROPELLER HUBS

Report Item Number	Procuring Agency	Airplane Model & Contract Number	PROPELLER Contract Number & Date	Lot No.	Item No.	TYPE Hub	TYPE Blade	Contract Quan.	Quan. Shipped to Date	Total Due	Current Month Delivery Estimated	Current Month Delivery Actual	1944 Dec.	Jan	Feb	Mar	Apr	Balance Due
1	Coast Guard	ECS-0256-A 6/17/43			1	8599	SP	20	0	0	0	0		20				20
2	Coast Guard	TCG-36004 5/18/43			1	8599	SP	30	0	0	0	0	30					30
(1)	(2)	(3)	(4)	(5)	(6)	(7)		(8)	(9)	(10)	(11)	(12)	(13)					(14)

Contract W-535-ac-24935 was completed in November, 1943

Contractor's Representative L. A. Faunce
Vice-President

Army (Navy) Representative D. H. McGeehan

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

OFFICIAL BUSINESS

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v.9
NOV. 1943

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Aeronautical Monthly Progress Reports

Gliders

P.R.C.

(New Drawing)

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Aeronautical Monthly Progress Reports

Gliders

P.R.C.

(Jap Drawings)

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GLIDERS

Aeronca	Complete
Allied	No Report
Bristol	No Report
Commonwealth	2 AMPR
Ford, Iron Mountain	2 AMPR
Fleetwing	2 AMPR
Frankfort	2 AMPR
G & A Aircraft	2 AMPR
General	2 AMPR
Gibson	2 AMPR
~~Jonter~~	
Laister-Kauffman	2 AMPR
National	Cancelled
Naval Aircraft	2 AMPR
Northwestern	1 AMPR
Pratt Read	2 AMPR
Read York	No Report
Robertson	2 AMPR
Ridgefield	2 AMPR
Schweizer	Complete
Timm	2 AMPR
Waco	2 AMPR
Wichita Engineering	No Report

American Aviation	2 AMPR
Culver	2 AMPR
Interstate	2 AMPR
Brunswick-Balke, Muskegon	2 AMPR

LINK TRAINERS

Link	Binghanton 2 AMPR
Link	Gananoque 2 AMPR

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [ ]
Gliders [X]
Targets [ ]
Link Trainers [ ]

Facility Commonwealth Aircraft, Inc. City Kansas City State Kansas

	1		2															
(1) Item No.																		
(2) Model Designation	~~C3H1~~ AAF		~~C3H1~~ AAF															
(3) Contracting Agency																		
(4) Contract No	~~535 ac/2014~~ 6/19/42		Supplement 6/24/43															
(5) Contract Date																		
(6) Contract Quantity	450		500															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	~~10~~ 450	~~48~~ 447	11	6														
(8) Quantity To Date	-	3	439	434														
(9) Future Quantity (6-8)																		
(10) Estimate By Months (Insert Names Of Months)																		
Dec.	-	-	60	-														
Jan.	-	-	60	-														
Feb.	-	-	60	-														
Mar.	-		60															
Apr.	-		60															
May	-		60															
June	-		60															
July	-		60															
Aug.	-		9															
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative H. M. Bass, Gen'l. Mgr.

Army (Navy) Representative James M. Kennerly 1st Lt. Air Corps
James M. Kennerly, Air Force Rep.

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT 8006

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Fleetwings Division of Kaiser Cargo, Inc. City Bristol State Pennsylvania

(1) Item No.	114		115																
(2) Model Designation	XBQ-1		XBQ-2																
(3) Contracting Agency	AAF		AAF																
(4) Contract No.	AC29834		AC29834																
(5) Contract Date	9-3-42		9-3-42																
(6) Contract Quantity	1		1																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0															
(8) Quantity To Date	0	0	0	0															
(9) Future Quantity (6-8)	1	1	1	1															
(10) Estimate By Months (Insert Names Of Months) December	0	0	1	1															
January	1	1	0	0															
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative Joseph E. Connor Army (Navy) Representative John Carter, 2nd Lt. A.C.

for JOHN CARTER, Captain, A.C.

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes
Gliders X
Targets
Link Trainers

Facility Ford Motor Company City Iron Mountain State Michigan

	1		2		3													
(1) Item No.																		
(2) Model Designation	CG-4A		CG-4A		YCG-13													
(3) Contracting Agency	Army		Army		Army													
(4) Contract No.	(535-AC-28380)				L/C													
(5) Contract Date	6-19-42		Supplement		6-15-43													
(6) Contract Quantity	1000		1200		50													
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	-	-	131	131	-	-												
(8) Quantity To Date	1000	1000	176	171	-	-												
(9) Future Quantity (6-8)	-	-	1024	1029	50	50												
(10) Estimate By Months (Insert Names Of Months) 1943 Dec.			130		1													
1944 Jan.			130		2	)												
Feb.			130		3	)												
Mar.			130		3	)												
Apr.			130		3	) Dependent on governmental approval of required facilities.												
May			130		6	)												
June			130		6	)												
July			114		6	)												
Aug.					8	)												
Sept.					8	)												
Oct.					4	)												
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative W. W. Nelson

Army (Navy) Representative George O. Valta
1st Lieut. - AC
AAF Resident Representative

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or Month Of NOVEMBER 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☐

Facility FRANKFORT SAILPLANE COMPANY City JOLIET State ILLINOIS

(1) Item No.	1		2		3													
(2) Model Designation	02-2A		02-2A		02-2A													
(3) Contracting Agency	ARMY		ARMY		ARMY													
(4) Contract No	ac34408		ac34408*		ac34408**						*Supplement #1							
(5) Contract Date	11-11-42		2-27-43		10-11-43						**Supplement #6							
(6) Contract Quantity	500		400		384													
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	165	165	0	0	0	0												
(8) Quantity To Date	283	283	2	2	384	384												
(9) Future Quantity (6-8)	217	217	398	398	384	384												
(10) Estimate By Months (Insert Names Of Months) DECEMBER	217	217	83	83														
JANUARY 1944			315	315														
FEBRUARY					350	350												
MARCH					34													
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Contractor's Representative A Brennan Army (Navy) Representative O. M. Davenport

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Report For Month Of **November 1943**

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Work

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility **G & A Aircraft Inc.** City **Willow Grove** State **Penna.**

(1) Item No	4		5																
(2) Model Designation	CG-4A		CG-4A																
(3) Contracting Agency	AAF		AAF																
(4) Contract No	AC-26255		AC-26255		Supplements														
(5) Contract Date	6/17/43		11/8/43																
(6) Contract Quantity	200		92																
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	18	9	0	0															
(8) Quantity To Date	18	9	0	0															
(9) Future Quantity (6-8)	182	191	92	92															
(10) Estimate By Months (Insert Names Of Months) December	26	26	0	0															
January	26	26	0	0															
February	26	26	0	0															
March	26		0																
April	26		0																
May	26		6																
June	26		6																
July	0		28																
August	0		26																
September	0		26																
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative R. M. Gilbert Army (~~Navy~~) Representative Harold A Fish

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Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☒
Targets ☐
Link Trainers ☐

Facility General Aircraft Corp. City Astoria, L.I. State N.Y.

	1		2															
(1) Item No.																		
(2) Model Designation	CG-4A		CG-4A															
(3) Contracting Agency	ARMY		ARMY															
(4) Contract No.	Supp #5 W535-AC-26158		W535-AC-40674															
(5) Contract Date	12/22/43		8/28/43															
(6) Contract Quantity	284		500															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	2	11	44	39														
(8) Quantity To Date	284	282	87	40														
(9) Future Quantity (6-8)	0	2	433	460														
(10) Estimate By Months (Insert Names Of Months) December	0	2	45	45														
January	0	0	45	45														
February	0	0	45	45														
March	0		45															
April	0		45															
May	0		45															
June	0		45															
July	0		45															
August	0		45															
September	0		28															
(11) Remainder Scheduled	None		None															
(12) Remainder Unscheduled	None		None															

Note: Our W B Working Schedule extends through September 1944

Contractor's Representative John Cofiniotis Army (Navy) Representative Harold R. Colony Capt. A.C.

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Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☐

Facility Gibson Refrigerator Company City Greenville State Michigan

(1) Item No.	1																		
(2) Model Designation	C64A																		
(3) Contracting Agency	Army																		
(4) Contract No.	W535ac-0115																		
(5) Contract Date	4-6-42																		
(6) Contract Quantity	1055																		
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	
(7) Quantity This Month	51	53																	
(8) Quantity To Date	591	580																	
(9) Future Quantity (6-8)	464	475																	
(10) Estimate By Months (Insert Names Of Months) December 1943	55	55																	
January 1944	55	55																	
February	55	55																	
March	55																		
April	55																		
May	55																		
June	55																		
July	55																		
August	24																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative _____ Army (Navy) Representative _____

DANIEL D. SHONN
2ND LT. AIR CORPS
AAF RESIDENT REPRESENTATIVE

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CONFIDENTIAL November, 1943

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☒
Targets ☐
Link Trainers ☐

Facility LAISTER KAUFFMANN AIRCRAFT CORPORATION City ST. LOUIS State MISSOURI

	1		2																	
(1) Item No																				
(2) Model Designation	CG-4A		XCG-10																	
(3) Contracting Agency	Army		Army																	
(4) Contract No	AC-26599		AC-27357																	
(5) Contract Date	3/24/42		4/27/42																	
(6) Contract Quantity	210		3																	
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	9	9	0	0																
(8) Quantity To Date	99*	99	2	2																
(9) Future Quantity (6-8)	111	111	1	1																
(10) Estimate By Months (Insert Names Of Months) Dec.	12	12																		
Jan.	12	12																		
Feb.	12	12																		
Mar.	12																			
Apr.	12																			
May	12																			
June	12																			
July	12																			
August	12																			
September	3																			
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

* AMPR # 1 report last month was estimated and mailed on the 27th of October, and showed 15 gliders accepted and delivered for the month of October. This figure was actually 18 gliders by the end of the month, and this additional three gliders accounts for the discrepancy in the figure of 99 gliders produced to date.

Contractor has estimated his production the basis of the W-3 schedule.

Army Contractor Representative Wm B Barrett Contractor's Army (Navy) Representative M. Harrow Whitehead Jr.

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☒
Targets ☐
Link Trainers ☐

Facility Naval Aircraft Modification Unit City Philadelphia State Pennsylvania

(1) Item No		1		2															
(2) Model Designation		XLRN-1		XLR2N-1															
(3) Contracting Agency		U.S.Navy		U.S.Navy															
(4) Contract No		P.O.180-43		P.O.35-44															
(5) Contract Date		7/13/42		7/28/43															
(6) Contract Quantity		2		2															
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		0	0	0	0														
(8) Quantity To Date		0	0	0	0														
(9) Future Quantity (6-8)		2	2	2	2														
(10) Estimate By Months (Insert Names Of Months)	Nov.1943																		
	Dec.																		
	Jan.1944																		
	Feb.	2																	
	Mar.																		
	April																		
	May																		
	June																		
	July																		
	Aug.																		
	Sept.																		
	Oct.																		
	Nov.			1															
	Dec.			1															
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative _____ Army (Navy) Representative _____

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Report For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes
Gliders X
Targets
Link Trainers

Facility Northwestern Aeronautical Corp. City Minneapolis State Minnesota

	1		2															
(1) Item No.																		
(2) Model Designation	CG-4A		YG-13															
(3) Contracting Agency	AAF		AAF															
(4) Contract No.	W-535ac26226		W535ac40642															
(5) Contract Date	June 18, 1943		June 23, 1943															
(6) Contract Quantity	900		50															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	45	15	0	0														
(8) Quantity To Date	540	525	0	0														
(9) Future Quantity (6-8)	360	375	50	50														
(10) Estimate By Months (Insert Names Of Months) December	45	45	5	5														
January	45	45	6	6														
February	45	45	8	8														
March	45		11															
April	45		16															
May	45		8															
June	45																	
July	47																	
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

Note - This estimated by subsequent letter that these 5) YG-13 will be accepted in December.

Contractor's Representative R. W. Whittington, Secretary

Army (Navy) Representative

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r Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R0-
Approval Expires 1-15-44

Airplanes ☐
Gliders ☒
Targets ☐
Link Trainers ☐

Facility Pratt, Read & Company, Inc. Could Aeronautical Division City Deep River State Connecticut

(1) Item No.	1																		
(2) Model Designation	CG-4A																		
(3) Contracting Agency	Army SA-1																		
(4) Contract No.	W535-AC-26018																		
(5) Contract Date	3/20/42 - 4/20/42 - 9/21/42																		
(6) Contract Quantity	925																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	
(7) Quantity This Month	60	50																	
(8) Quantity To Date	526	496																	
(9) Future Quantity (6-8)	399	429																	
(10) Estimate By Months (Insert Names Of Months) December	50	55																	
January	50	55																	
February	50	55																	
March	50																		
April	50																		
May	50																		
June	50																		
July	49																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative James H. Could
James H. Could - Vice President

Army (Navy) Representative Carl W. Mueller
Carl W. Mueller, Captain AC, AAFRD

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Report For Month Of November - 1945

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Work

AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☒
Targets ☐
Link Trainers ☐

Facility Ridgefield Manufacturing Corp. City Ridgefield State New Jersey

(1) Item No.	1																		
(2) Model Designation	CG-4A																		
(3) Contracting Agency	Army Air Force																		
(4) Contract No.	W535 ac26597																		
(5) Contract Date	Feb.28,1942																		
(6) Contract Quantity	156																		
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	9	9																	
(8) Quantity To Date	74	74																	
(9) Future Quantity (6-8)	82	82																	
(10) Estimate By Months (Insert Names Of Months) Dec.	10	10																	
Jan.	10	10																	
Feb.	10	10																	
Mar.	10																		
Apr.	10																		
May	10																		
June	10																		
July	10																		
Aug.	2																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

Contractor's Representative Clifford Yerrow

Army (Navy) Representative Paul A Runyon

U. S. Army

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [ ]
Gliders [X]
Targets [ ]
Link Trainers [ ]

Facility Robertson Aircraft Corp City St. Louis State Missouri.

(1) Item No.	I																		
(2) Model Designation	CG-4A																		
(3) Contracting Agency	AAF																		
(4) Contract No.	AC-26257																		
(5) Contract Date	6-2-43																		
(6) Contract Quantity	100																		
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	
(7) Quantity This Month	2	2																	
(8) Quantity To Date	2	2																	
(9) Future Quantity (6-8)	98	98																	
(10) Estimate By Months (Insert Names Of Months) Dec.	10	9																	
Jan.	14	11																	
Feb.	14	14																	
Mar.	10																		
Apr.	10																		
May	10																		
June	10																		
July	10																		
Aug.	10*																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

*The contractor will attempt to assimilate this month's production in preceeding months in order to complete program as scheduled on WB Working Schedule

NOTE BY AAF Office: -
Monthly Acceptance and Delivery forecast in accordance with telegram MPS-17A-1343 dated 23 September 1943, estimated following acceptances and deliveries:

~~Nov.:~~ Acc. ~~2~~, Del. 2
~~Dec.:~~ Acc. ~~7~~, Del. 5
~~Jan.:~~ Acc. ~~9~~, Del. 9
~~Feb.:~~ Acc. 11, Del. 10

Contractor's Representative S. Gerdelman

Army (Navy) Representative William J. Pape

WILLIAM J. PAPE
Inspector in Charge
Army Air Forces

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Report For Month Of NOVEMBER 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility TINM AIRCRAFT, ALAMEDA PLANT City LOS ANGELES State CALIFORNIA

(1) Item No																			
(2) Model Designation	~~CG-4A T1~~ AAF																		
(3) Contracting Agency																			
(4) Contract No	W535ac26232																		
(5) Contract Date	6-15-42																		
(6) Contract Quantity	741																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	~~0~~ 6	~~0~~ 6																	
(8) Quantity To Date	171	171																	
(9) Future Quantity (6-8)	33	33																	
DECEMBER	33	33	CONTRACT TERMINATED AS OF DECEMBER 6																

(10) Estimate By Months (Insert Names Of Months)

(11) Remainder Scheduled

(12) Remainder Unscheduled

Contractor's Representative D. DALEY Army (Navy) Representative George F. Waters
George F. Waters
1st Lt., Air Corps
Asst. AAF Resident Representative

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Report For Month Of November, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [ ]
Gliders [X]
Targets [ ]
Link Trainers [ ]

Facility Waco Aircraft Company City Troy State Ohio

(1) Item No		1																	
(2) Model Designation		CG-4A																	
(3) Contracting Agency		Army																	
(4) Contract No		W535AC25851																	
(5) Contract Date		7-25-42																	
(6) Contract Quantity		1000																	
		(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month		45	48																
(8) Quantity To Date		499	495																
(9) Future Quantity (6-8)		501	505																
(10) Estimate By Months (Insert Names Of Months)																			
1943	December	60	64																
1944	January	60	60																
	February	55	55																
	March	55																	
	April	55																	
	May	55																	
	June	55																	
	July	55																	
	August	51																	
(11) Remainder Scheduled		None																	
(12) Remainder Unscheduled		None																	

NOTE: Above in accordance with W-3 working schedule dated October 25, 1943

Contractor's Representative [signature]

Army (Navy) Representative William A. Rowland 2nd Lt AC

for EDWARD H. MURPHY
MAJOR, AIR CORPS
AAF RESIDENT REPRESENTATIVE

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WASHINGTON 25, D. C.

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Targets

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Aeronautical Monthly Progress Reports

Targets

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Report NOVEMBER 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility American Aviation Corp. City Jamestown, State New York

(1) Item No.																			
(2) Model Designation	TDR-1 & TDR-2																		
(3) Contracting Agency	Navy																		
(4) Contract No.	NOa(s)191																		
(5) Contract Date	9-16-43																		
(6) Contract Quantity	400																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	
(7) Quantity This Month	0	0																	
(8) Quantity To Date	0	0																	
(9) Future Quantity (6-8)	400																		
(10) Estimate By Months (Insert Names Of Months)																			
December '43	2*	6**																	
January '44	6	10																	
February	12	15																	
March	20																		
April	25																		
May	30																		
June	30																		
July	30																		
August	30																		
September	30																		
October	30																		
November	30																		
December	30																		
January '45	30																		
February	30																		
March	35																		
(11) Remainder Scheduled	0																		
(12) Remainder Unscheduled	0																		

*This is a schedule of estimated acceptances by the Navy of our SR-38c tests only.

**This schedule is subject to revision inasmuch as complete engineering information for the engine cowling has not been received from Interstate.

Contractor's Representative J. E. Welch — Army (Navy) Representative

J. E. WELCH
Lieut. (j.g.) A-V(S), USNR
Resident Inspector of Naval Aircraft
American Aviation Corporation
Jamestown, New York

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Report For For Month Of November

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R0481
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility The Brunswick-Balke-Collender Co. City Muskegon, State Michigan

(1) Item No	1		2															
(2) Model Designation	TD 3R-1		TD 3R-1															
(3) Contracting Agency	Navy		Navy															
(4) Contract No.	NO(s)s267		NO(s)s1214															
(5) Contract Date	Oct.12,43(Amed)		Aug.31,43															
(6) Contract Quantity	50		350															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0														
(8) Quantity To Date	0	0	0	0														
(9) Future Quantity (6-8)	50	50	350	350														
December	0	0	0	0														
January	1	0	0	0														
February	4	0	0	0														
March	6		0															
April	10		0															
May	12		0															
June	15		0															
July	2		26															
August	0		30															
September	0		30															
October	0		30															
November	0		30															
December	0		30															
January	0		30															
February	0		30															
March	0		30															
April	0		30															
May	0		30															
June	0		24															
(10) Estimate By Months (Insert Names Of Months)																		
(11) Remainder Scheduled	0		0															
(12) Remainder Unscheduled	0		0															

Contractor's Representative H. Miller Grady Army (Navy) Representative

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Re: November

CONFIDL. –

AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility The Brunswick-Balke-Collender Co. City Muskegon State Michigan

(1) Item No.	1		2															
(2) Model Designation	TD 3R-1		TD 3R-1															
(3) Contracting Agency	Navy		Navy															
(4) Contract No	NO(a)s267		NO(a)s1214															
(5) Contract Date	Oct.12,43(Amed)		Aug.31.43															
(6) Contract Quantity	50		350															
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	8	0	0	0														
(8) Quantity To Date	0	0	0	0														
(9) Future Quantity (6-8)	50	50	350	350														
(10) Estimate By Months (Insert Names Of Months) December	0	0	0	0														
January	1	0	0	0														
February	4	0	0	0														
March	6		0															
April	10		0															
May	12		0															
June	15		0															
July	2		26															
August	0		30															
September	0		30															
October	0		30														0	
November	0		30															
December	0		30															
January	0		30															
February	0		30															
March	0		30															
April	0		30															
May	0		30															
June	0		24															
(11) Remainder Scheduled	0		0															
(12) Remainder Unscheduled	0		0															

Contractor's Representative _____ Army (Navy) Representative _____

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Report Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 6-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility Culver Aircraft Corporation City Wichita State Kansas

(1) Item No	1		2		3		4		5		6							
(2) Model Designation	XPQ14(NRB)		YPQ14A(NRB)		TBC-2(NRB)		TBM-2C-1		PQ14A		PQ14							
(3) Contracting Agency	Army		Army		Navy		Navy		Army		Army & Navy							
(4) Contract No	AC 18662		AC 19214		NO s(S) 242		AC 40802		AC 40802		Pending							
(5) Contract Date	5/15/41		6/13/41		11/7/42		6/30/42		6/30/42									
(6) Contract Quantity	1		100		201		200		450		1,330							
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0	0	27	0	0	0	0	0	0						
(8) Quantity To Date	0	1	0	0	201	196	0	0	0	0	0	0						
(9) Future Quantity (6-8)	1	0	100	0	0	5	200	200	450	450	1,330	1,330						
(10) Estimate By Months (Insert Names Of Months) December			* 30	30														
January			30	30														
February			40	40			10											
March							25		55									
April							40		50									
May							50		50									
June							60		60									
July							15		80		45							
August									100		60							
September									55		106							
October											160							
November											160							
December											160							
January											160							
February											160							
March											160							
April											160							
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

*NOTE: November's estimated acceptances of 10 was not meet because Contractor had neither the required CFE engines, nor a production release on the contract. These 10 ships have been added to the estimate of December's acceptances.

Contractor's Representative Fred M. Farrell Treas.

Army (Navy) Representative Jack W. Clark Capt AC

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes [X] *
Gliders [ ]
Targets [X] *
Link Trainers [ ]

* Target Airplane

Facility Culver Aircraft Corporation City Wichita State Kansas

(1) Item No.	1		2		3		4		5		6							
(2) Model Designation	XPQ14(NRB)		YPQ14A(NRB)		TDC-2(NRB)		TD-2C-1		PQ14A		PQ14							
(3) Contracting Agency	Army		Army		Navy		Navy		Army		Army & Navy							
(4) Contract No	AC 18662		AC 19214		NO a(s) 242		AC 40802		AC 40802		Pending							
(5) Contract Date	5/15/41		6/13/41		11/7/42		6/30/42		6/30/42									
(6) Contract Quantity	1		100		201		200		450		1,330							
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	0	0	0	0	0	27	0	0	0	0	0	0						
(8) Quantity To Date	0	1	0	0	201	196	0	0	0	0	0	0						
(9) Future Quantity (6-8)	1	0	100	0	0	5	200	200	450	450	1,330	1,330						
(10) Estimate By Months (Insert Names Of Months) December			* 30	30														
January			30	30														
February			40	40			10											
March							25		55									
April							40		50									
May							50		50									
June							60		60									
July							15		80		45							
August									100		60							
September									55		105							
October											160							
November											160							
December											160							
January											160							
February											160							
March											160							
April											160							
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

"NOTE: November's estimated acceptances of 10 was not met because Contractor had neither the required CFE engines, nor a production release on the contract. These 10 ships have been added to the estimate of December's acceptances.

Contractor's Representative Irvin M. Darrell Treas.

Army (Navy) Representative Jack W. Clark Capt AC

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Report For Month Of November 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT

NO 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 41-R048
Approval Expires 1-15-44

Airplanes X
Gliders
Targets
Link Trainers

Facility Interstate Aircraft & Engineering Corporation City DeKalb State Illinois

(1) Item No	1		2		3		4	
(2) Model Designation	TDR-1		TDR-2		TD2R-1		TD3R-1	
(3) Contracting Agency	Navy		Navy		Navy		Navy	
(4) Contract No	NOa(s)1667		NOa(s)994		NOa(s)1667		NOa(s)994	
(5) Contract Date	10/16/42		6/15/43		10/16/42		6/15/43	
(6) Contract Quantity	100		400		100		500**	
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	6*	6	0	0	0	0	0	0
(8) Quantity To Date	1	1	0	0	0	0	0	0
(9) Future Quantity (6-8)	5	5	400	400	100	100	500	500
(10) Estimate By Months (Insert Names Of Months) December '43	18							
January '44	30						1	
February '44	46						2	
March '44			45				7	
April '44			40		1		12	
May '44			40		8		18	
June '44			40		14		32	
July '44			35		15		41	
August '44			35		15		44	
September '44			35		15		44	
October '44			35		15		44	
November '44			32		12		50	
December '44			32		5		57	
January '45			31				63	
February '45							35	
(11) Remainder Scheduled								
(12) Remainder Unscheduled								

Contractor's Representative W. F. Burnside Army (Navy) Representative J. A. Sleguist

T. A. Norquist
Lieutenant (j.g.) A-V(S) USNR
By Direction Inspector of
Naval Aircraft, Bell Aircraft
Aircraft & Engineering Corp.
DeKalb, Illinois

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* Five planes in flight hanger held for cowling only, expected 12/2/43
** First ten planes to be built from Experimental or Production Prints

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Report For Month Of NOVEMBER, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1 ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R046.1
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility INTERSTATE AIRCRAFT & ENGINEERING CORPORATION DIVISION City LOS ANGELES-WILSHIRE/ State CALIFORNIA

(1) Item No	1		2		3	
(2) Model Designation	XTD2R-1		XTD2R-1		XTD3R-1	
(3) Contracting Agency	NAVY		NAVY		NAVY	
(4) Contract No.	NXs-10511		NXs-10511		NXs-10511	
(5) Contract Date	10-16-42		10-16-42		10-16-42	
(6) Contract Quantity	2		2		2	
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0	0	0	0	0	0
(8) Quantity To Date	2	2	0	0	0	1
(9) Future Quantity (6-8)	0	0	2	2	1	1
(10) Estimate By Months (Insert Names Of Months) DECEMBER			1* 1		1	1

*(One XTD2R-1 Modified being converted to XTD3R-1 temporarily)

(11) Remainder Scheduled

(12) Remainder Unscheduled

Contractor's Representative T. P. Ingram Army (Navy) Representative M. MacLean

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Report For Month Of NOVEMBER, 1943

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AERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R046
Approval Expires 1-15-44

Airplanes [X]
Gliders [ ]
Targets [ ]
Link Trainers [ ]

Facility INTERSTATE AIRCRAFT & ENGINEERING CORPORATION City LOS ANGELES-WILSHIRE/ DIVISION State CALIFORNIA

(1) Item No	1		2		3															
(2) Model Designation	XTDR-1		XTD2R-1		XTD3R-1															
(3) Contracting Agency	NAVY		NAVY		NAVY															
(4) Contract No.	NXs-10511		NXs-10511		NXs-10511															
(5) Contract Date	10-16-42		10-16-42		10-16-42															
(6) Contract Quantity	2		2		2															
	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.	(a) Acc.	(b) Del.
(7) Quantity This Month	0	0	0	0	0	0														
(8) Quantity To Date	2	2	0	0	0	1														
(9) Future Quantity (6-8)	0	0	2	2	1	1														
(10) Estimate By Months (Insert Names Of Months) DECEMBER			1*		1	1														
			1																	
(11) Remainder Scheduled																				
(12) Remainder Unscheduled																				

*(One XTD2R-1 Modified being converted to XTD3R-1 temporarily)

Contractor's Representative J. P. Bryson Army (Navy) Representative M. S. Wallace

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HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

OFFICIAL BUSINESS

144.08-2
v. 6
Nov. 1943

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Aeronautical Monthly Progress Reports

Link Trainers

P.R.C.

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ARMY AIR FORCES
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BUSINESS

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V. 6
NOV. 1943

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Aeronautical Monthly Progress Reports

Link Trainers

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ort For Month

CONFIDENT

ERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R0-
Approval Expires 1-15-44

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☒

Facility LINK AVIATI... ...ES, INC. City BINGHAMTON State NEW YORK

(1) Item No	1		2 (A/C A)		3		4		5		6		7					
(2) Model Designation	AN-T-18		AN-T-18		CNT D-1		CNT D-1		CNT D-1		CNT D-1		D/R					
(3) Contracting Agency	U.S.Army		U.S.Navy		U.S.Army		U.S.Navy		DA Army		U.S.Army		U.S.Navy					
(4) Contract No	W535ac36101		NOa(s)-676		W535ac 21801		NOa(s)1336		W535ac 2452		W33-038ac 1107		NOa(s)1606					
(5) Contract Date	1/27/43;7/10/42		7/14/43		12/23/41						10/27/43		10/20/43					
(6) Contract Quantity	2010		11		160		100		120		69		13					
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del
(7) Quantity This Month	164	164	1	1	10	10	x	5	x	5	-	-	-	-				
(8) Quantity To Date	509	509	3	3	129	129	xx	88	xx	83	-	-	-	-				
(9) Future Quantity (6-8)	1501	1501	8	8	31	31	xx	12	xx	37		69		13				
(10) Estimate By Months (Insert Names Of Months) December	125		2		10		5		5									
January	125		2		10		7		5		Unscheduled-Unscheduled							
February	125		2		10				-									
March	125		1		1				6									
April	117		1						7									
May	117								7									
June	117								7									
July	117																	
August	117																	
September	117																	
October	117																	
November	117																	
December	65																	
(11) Remainder Scheduled																		
(12) Remainder Unscheduled																		

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r's Representative Fred A. Spencer
ed A. Spencer, Asst. Treas.

Army (Navy) Representative John A Engl
John A. Engl, AAF Inspector in Charge

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ERONAUTICAL MONTHLY PROGRESS REPORT
NO. 1. ACTUAL AND ESTIMATED PRODUCTION

Budget Bureau No. 49-R048.1
Approval Expires 1-15-44

Airplanes ☐
Gliders ☐
Targets ☐
Link Trainers ☒

Facility Link AN-T-1[illegible] Trainers City Canaanoque State Ontario, Canada

(1) Item No.	1																		
(2) Model Designation	AN-T-16																		
(3) Contracting Agency	Army Air Force																		
(4) Contract No.	W 535 ac-34458																		
(5) Contract Date	Unknown																		
(6) Contract Quantity	532																		
	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	(a) Acc	(b) Del	
(7) Quantity This Month	34	34																	
(8) Quantity To Date	462	462																	
(9) Future Quantity (6-8)	70	70																	
(10) Estimate By Months (Insert Names Of Months) December	40																		
January	30																		
(11) Remainder Scheduled																			
(12) Remainder Unscheduled																			

or's Representative _____ Army (Navy) Representative Horace D Moore

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

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144.08-3-8
11 June 1943

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June 11, 1943

MEMORANDUM TO: Chief of the Air Staff

SUBJECT: Estimated deliveries of Operational Combat and Transport Airplanes.

1. There are attached hereto two copies of estimates of monthly deliveries of combat and transport airplanes available for assignment to the Army Air Forces during the balance of 1943. These estimates are for "operationally ready" airplanes. In other words, these estimates are deliveries from the modification centers where modifications are necessary. The airplanes assumed to go through modification centers are indicated by the symbol (M) after each model number.

2. The attached estimates assume availability of raw materials, machine tools, manpower, and other requisites to production as now planned. These estimates also assume modification requirements will not increase over those now being effected and prompt receipt by the Materiel Command of modification requirements.

3. Foreign allocations beyond December 1943 are not available. In preparing estimates for each model for the first five months of 1944 the maximum foreign allocations for any month in 1943 for the specific model generally were applied for each of the five months.

4. During three of the past four months, our estimate of the total number of airplanes becoming tactically available during each of these months has been exceeded. In May, over 99% of the total number of airplanes estimated for that month became tactically available. However, because of the many contingent factors in the manufacture and modification of airplanes, it is recommended that not over 90% of these availability estimates be used for tactical planning.

H. E. MEYERS
Brig. General, U. S. A.
Deputy Assistant Chief
of Air Staff, M. M. & D.

1 Incl. - Table, above subj.
(in dup.)

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1243-14 B

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****
* THESE ESTIMATES ARE TO BE *
* USED ONLY AS QUALIFIED BY *
THE ACCOMPANYING MEMORANDUM
****

Estimated Operational Combat and Transport Airplanes
Becoming Available to the Army Air Forces
As of June 9, 1943

	1943							1944					Remarks
	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	
Total combat and transport	2532	2953	3513	3895	4079	4465	4885	4658	4645	4632	4744	4835	
Heavy Bombers	615	733	879	974	1025	1080	1175	1221	1258	1290	1327	1365	
B-17 M	300	370	420	450	450	450	460	460	460	450	465	470	June decrease reflects building up of inventories in Dallas and Cheyenne modification centers.
B-40	4	-	4	4	-	-	-	-	-	-	-	-	
B-24 M	310	360	450	510	560	605	680	705	725	745	765	785	Estimates have been cut to reflect working schedule and production difficulty in Dallas.
B-29	1	3	5	10	15	25	35	50	65	75	85	95	
B-32	-	-	-	-	-	-	-	6	8	10	12	15	
Medium Bombers	401	453	523	528	560	504	600	610	630	630	630	630	
B-25 M	206	238	278	273	285	284	285	280	280	280	280	280	
B-26 M	195	215	245	255	275	300	315	330	350	350	350	350	Decrease in June and July due primarily to 62 planes assigned by O.C.& R. to OTU's which will be unavailable for modification.
Patrol Bombers	-	-	15	15	-	-	5	10	10	-	-	-	
PBY-5	-	-	-	-	-	-	-	-	-	-	-	-	
PBY-5A	-	-	15	15	-	-	-	-	-	-	-	-	Schedule changes made by Navy.
PBV-1	-	-	-	-	-	-	5	10	10	-	-	-	
Light Bombers, 2-eng.	60	120	130	140	150	150	150	115	130	145	165	200	
A-20 M (part only)	60	120	130	140	150	150	150	110	115	120	130	145	May deficiency due to rework of rusted cylinders and June decrease due to new modification project will be made up in 3 following months. Decrease after December due to application of allocs.

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A-26	-	-	-	-	-	-	-	5	15	25	35	55	
A-28 - 29	-	-	-	-	-	-	-	-	-	-	-	-	
A-30	-	-	-	-	-	-	-	-	-	-	-	-	
Light Bombers, 1-eng.	72	90	125	175	210	235	250	150	150	150	100	50	
A-24	35	35	40	60	70	75	70						Not extended beyond December because Colonel Gross classified these airplanes as non-operational.
A-35	-	-	-	-	-	-	-	-	-	-	-	-	
A-36	2	-	-	-	-	-	-	-	-	-	-	-	
A-25	35	55	85	115	140	160	180	150	150	150	100	50	
Fighters, 2-eng.	140	260	212	332	289	271	342	348	355	365	375	380	
P-38 M (part only)	140	260	210	330	285	265	330	330	330	330	330	330	June decrease balanced by May surplus.
P-61	-	-	2	2	4	6	12	18	25	35	45	50	
Reconnaissance F-5	37	-	-	90	-	45	65	-	-	-	-	-	

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Light Transports, 1 & 2-eng.	89	69	269	228	244	304	373	338	290	265	267	298	
C-60 M (part only)	26	25	23	25	-	6	42	23	23	23	23	23	May deficient because more planes required modification.
C-78	32	-	200	150	160	160	160	150	75	25	-	-	
UC-43	3	6	7	10	12	12	12	12	12	12	12	12	June decrease due to deferred Navy giveaways.
C-45	-	-	-	-	25	75	100	75	75	75	75	75	
C-61	10	15	15	15	15	15	15	15	15	15	15	15	
C-64	18	23	24	28	32	34	34	38	40	40	42	48	
C-106	-	-	-	-	-	2	10	25	50	75	100	125	

Analysis and Reports,
Control Office, MM&D,
June 12, 1943.

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Miscellaneous

Materials

Barrage Balloon Study

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Barrage Balloons

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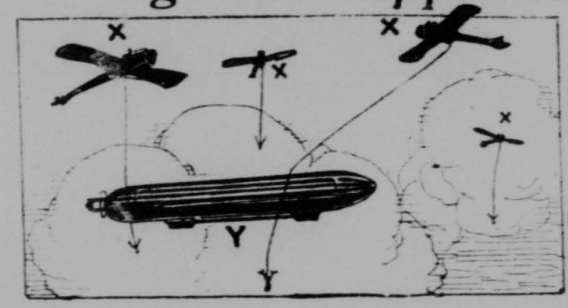
Extracted from New York Tribune. February, 1915.

Barrage Balloon

Will Mine the Air Against Zeppelins



(A) HIGHLY EXPLOSIVE AIR MINE & (B) ZEPPELIN GOING to its DOOM IN AERIAL MINE FIELD.
(X) AEROPLANE WITH BOMB TRAILER (Y) ZEPPELIN COMING IN CONTACT WITH INFLAMMABLE BOMB
Drawn by the Inventor, Joseph A Steinmetz

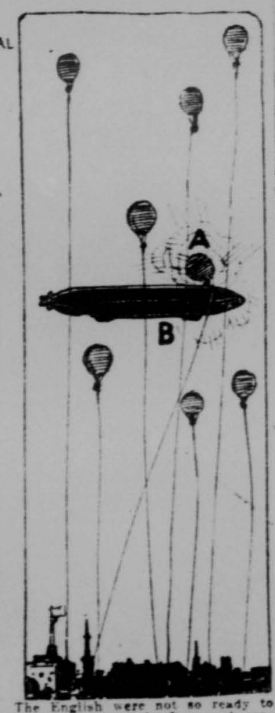
J. A. Steinmetz's Balloon Bombs Sought by English, Who Rejected Them Until Attacked.

By GORDON BRUCE.

Picture a monster Zeppelin as long as an ocean liner, laden with tons of death-dealing explosives, creeping through the murky mist of a winter night toward London. Picture again, if you can, the skies turned to flame and the heavens shattered as the hundreds of thousands of cubic feet of hydrogen gas explodes, scattering the sinister craft in tiny pieces over the streets and housetops of the city.

That is the graphic sketch of what is likely to occur if the Zeppelins attempt a serious raid on London, as given by Joseph A. Steinmetz, of Philadelphia. Mr. Steinmetz is the originator of the first seriously considered scheme for mining the air and the inventor of the trailing bombs for the destruction of dirigibles.

At luncheon in the Aero Club of America the inventor told yesterday of the progress which has been made by Great Britain and France toward preparing a defence against the enemy of the sky. Last summer, when he disclosed his plans, the French military authorities took the matter up at once and began experiment with the new devices.



The English were not so ready to adopt new ideas, and, after much consideration, wrote Mr. Steinmetz last month that they were arranging their defence against air raids "along standard lines." The following day brought the first visit of German aircraft to British shores and the reports of the explosions had hardly died away before the Philadelphia man was bombarded with cablegrams inquiring how soon his scheme could be put into operation.

To Test German Ingenuity.

"The best of it is that very little time is required to get ready to repel an attack," said Mr. Steinmetz. "The cost of one big gun is greater than that of twenty air mines, and the latter are much more likely to be effective against Zeppelins."

As Mr. Steinmetz talked he smiled into the face of a retired officer of the German army. The officer smiled, too, and when the speaker finished describing what would happen to the Germans he was gently reminded that the Teutons had yet to find a military problem which they could not solve in some manner.

In a few words, the plan devised by Mr. Steinmetz is to install on all the buildings in a threatened area a large number of hydrogen balloons. They are held ready for instant use and each is attached to a fine wire, two miles long, wound on a windlass. The wire is so small that a mile of it weighs but four pounds, while it has a tensile strength of 120 pounds.

The Zeppelin, sighted by the lookouts, would be permitted to proceed until almost over the objective point. Then, simultaneously, scores of the balloons, to each of which is attached a highly explosive, inflammable bomb, would be released.

Each bomb is surrounded with a ring of hair triggers, and the slightest touch will cause an explosion which would unquestionably ignite the gas in the dirigible. The plan is to send a certain number of the mines to a given altitude, while others will be anchored at different heights, thus allowing the Zeppelin no chance to escape.

The other method of destroying the German craft is along similar lines, but differs in that it is conducted through the use of aeroplanes. Each machine is equipped with bombs such as are used in the air mines. The trailing wire is wound on a spool, which can be operated by the pressure of the aviator's thumb and stopped at will.

The aeroplanes, being swifter, would be sent against the dirigible in flocks of three or four. The aviators would depend on their speed and the great altitude to which they can ascend to keep out of range. At the proper time the bombs would be released on the wires and a dash made at the enemy.

Bomb Has Hooks.

In addition to the triggers, which can be locked until the bomb is ready for use, the bombs are fitted with sharp grappling hooks. As the wire is drawn across the big gas bag the hooks will catch and draw the triggers into contact with the envelope. The explosion will follow.

Numbers of both types of bomb have been sent to England and France, and with those as a pattern the army engineers have been constructing the means for combating the dreaded Zeppelins. Mr. Steinmetz firmly believes that an air raid on either London or Paris will result in a thrilling demonstration of his invention.

A demonstration of the use of the trailing bomb will be given within a few days at Hempstead Plains aviation field, in Mineola. Albert S. Heinrich will conduct the experiment on the occasion of the first flight of a new military aeroplane which he has built for the government tests at San Diego. Mr. Steinmetz said yesterday that he had shipped the bomb and apparatus to Mr. Heinrich.

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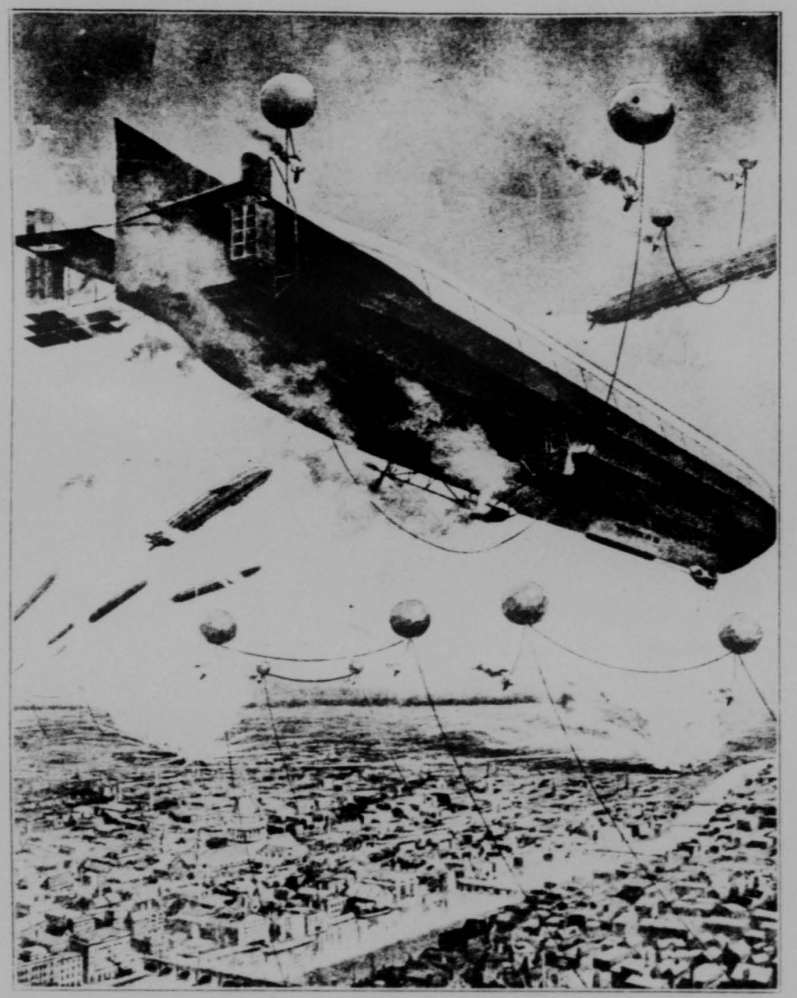

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Feb. 10, 1915. Joseph A. Steinmetz, vice president of the Aero Club of Philadelphia, described at the Aero Club of America in New York his project for a BALLOON BARRAGE.

He proposed numbers of small hydrogen balloons attached to fine 2-mile wires wound on windlasses. Attached to the wires were to be high explosive or inflammable bombs which would be drawn into the enemy aircraft upon contact withthe wires.

In the spring of 1914, he urged the use of a bomb with hooks, suspended by fine wire from an airplane, as an offensive weapon against the airship. On contact with the airship, the bomb is automatically drawn to it, and as the hooks take hold the explosion would occur.

Newspapers stated "the French army had purchased the invention for $100,000. and arranged for Philip D. Rader . . . to go to France and teach the French army aviators the methods of using the death hook." It was also said the device "is being used by the British Government under an arrangement by which it will be paid for at the close of the war. Great Britain needed the weapon in a hurry - there was no time to haggle over the terms."

(Phila. Public Ledger, Feb. 11, 1915, May 18, 1915; N.Y. Times, Aug. 4, 1914; N. Y. Evening Journal, Aug. 22, 1914; etc.)

Mr. Steinmetz was an engineer and member of the firm of Janney, Steinmetz & Co., of Philadelphia.

The Germans are reported to have used a form of balloon barrage as early as the winter of 1914-1915. By 1917 balloon barrages were in use by all the principal European armies.
(Barrage Balloon Organization, , U. S. Barrage Balloon School, C. A. C., 1942; Encyclopedia Brittanica;

In September 1917, a "balloon apron" was installed around London about the time German giant Gothas began raiding England.

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Exhibit C (Contd)

Item 3, High Altitude Barrage Balloon

1941 Procurement, experimental & service funds: 1 each at $42,000.00
1942 " , A-11 funds : none

Item 3, Cable, Barrage Balloon, 1.4.

1941 Procurement, experimental & service funds: 595 reels
Less 335 reels for Navy Dept.
Net 260 reels for U.S. Army

This cable is 3/16" Dia., 7 x 19 preformed type,
in lengths of 5000 feet, cost per reel $272.00
Total cost $378,360.00

1942 Procurement, A-11 funds: 2100 reels
1942 Procurement, experimental & service funds: 12 reels
This cable is 7/32" Dia., 7 x 7 preformed type,
in lengths of 8000 feet, cost per reel $[illegible].00
Total cost $1,385,472.00

1941 and 1942 procurements totals 2372 reels for U.S. Army

Item 4, Cable, Barrage Balloon, 8.A.

1941 Procurement, experimental & service funds: 10 reels
This cable is 7/32" Dia., 7 x 19 preformed type,
in length of 19,000 feet. Cost per reel $2,698.00
Total cost $26,980.00

Item 9, Generator, Hydrogen

1941 Procurement, experimental & service funds: 1 each at $37,200.00
4 each at 30,000.00
5 each
(less 3 for Navy Dept.)
Total cost $137,200.00
1942 Procurement, A-11 funds: 30 each at $19,500.00
Total cost $585,000.00

1941 and 1942 procurements total 32 units for U.S. Army

Item 20, Trucks, Winch

1941 Procurement, experimental & service funds: 222 each at $2,316.80
Total cost $514,389.60
1942 Procurement, A-11 funds: 1332 each at $2,350.00
Total cost $3,130,200.00

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Exhibit C (Cont'd)

Item 21, Winches, Type A-9, L.A., Portable
Contractor: Marmon-Herrington Co. Inc.

1941 Procurement, experimental & service funds:

Contract No.	Quantity	Each	Total
AC-15688	12	$6,600.00	$79,200.00
AC-16962	40	4,064.00	162,560.00
AC-18233	20	4,050.00	81,000.00
AC-19405	515	3,945.00	2,031,675.00
	587		$2,354,435.00
Less	38	for Navy Dept.	
Total 41 Procurement for U.S. Army	549		

1942 Procurement, A-11 funds:

Contract No.	Quantity	Each	Total
AC-22227	900	$3,995.00	$3,596,200.00*
AC-22227(Supplemental)	204	3,550.00	724,200.00
AC-19405(Change Order)			181,755.00
	1,104		$4,504,155.00
Less	204	for Navy Dept.	
Total 42 Procurement for U.S. Army	900		

1941 and 1942 procurements total 1449 units for U.S. Army

* Includes cost of engineering data

Item 22, Winches Type A-11, L.A., Mobile
Contractor: Marmon-Herrington Co. Inc.

1941 Procurement, experimental & service funds:

Contract No.	Quantity	Each	Total
AC-17166	2	$6,000	$12,000.00
AC-18233	10	5,950	59,500.00
Total 41 procurement U.S. Army	12		$71,500.00

1942 Procurement, A-11 funds:

Contract No.	Quantity	Each	Total
22227	100	$5,725.00	$572,500.00

Total 1941 and 1942 Procurement 112 units for U.S. Army

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Exhibit C (Cont'd)

Item 23, Winches, Type A-10, H.A.
Contractor: Harnon-Harrington Co., Inc.

1941 Procurement, experimental & service funds:

Contract No.	Quantity	Each	Total
AC-16729	10	$8,575	$85,750.00

1942 Procurement, None

Total 1941 and 1942 Procurement 10 units for U.S. Army

Item 24, Trailers, Gas and Truck-Tractors

1941 Procurement, None
1942 Procurement, A-11 funds:

Trailers, Gas

Contract No.	Contractor	Quantity	Each	Total
AC-24079	Independent Engr. Co.	40	$9,625.00	$385,000.00
A for P 20599	Air Reduction Co.	40	10,112.00	404,480.00
		80		$789,480.00

Truck-Tractors

	Quantity	Each	Total
Q. M. Corps Req. No. 42-112	40	$4,250.00	$170,000.00

Total 1941 and 1942 procurement for U.S. Army: 80 Gas Trailers
40 Truck Tractors

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EXHIBIT D

Quantities of Items Delivered and 1942 Production Schedules

Item Serial No. & Program	Article		Actual Number Articles Delivered up to Feb. 1z	Monthly and Running Total of Items According to Manufacturers Delivery Schedule											
				Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	Balloons, low altitude	For the month		287	287	338	430	435	438	448	438	438	438	438
		Total at end of month	441	676	963	1363	1793	2231	2669	3107	3545	3983	4421	4859
3	Cable low altitude in number of reels of 8000 ft. lengths	For the month		480	684	511	513	513	517	517	517	517	657	[illegible]
		Total at end of month	367	675	1169	1710	2251	2792	3339	3856	4433	5090	5737	[illegible]
9	Generator Hydrogen	For the month		0	1	1	2	2	2	3	3	4	5	5
		Total at end of month	5	5	6	7	9	11	13	16	19	23	28	33
20	Truck Balloon Winch	For the month				122			128	41	*			
		Total at end of month	341			466			594	640				
21	Balloon Winch Low Altitude Type A-9	For the month		280	310	330	346	301	380	393	406	420	436	457
		Total at end of month	1367	964	874	1204	1550	1904	2284	2667	3093	3513	3953	4400
22	Balloon Winch Mobile Type A-11	For the month		8	8	10	13	14	17	17	19	22	22	[illegible]
		Total at end of month	12	20	28	38	51	67	84	101	120	142	164	[illegible]
24	Tractor & Semi-Trailer for Gas Cylinders	For the month		7	10	17	17	18	17	16	16	17	18	18
		Total at end of month	0	7	17	34	51	69	86	104	122	139	157	175

* Delivery Schedule to be determined later.

NOTE: Item 2-Balloon, High Altitude
4-Cable, High Altitude
23-Winch Type A-10, High Altitude
These items omitted for immediate program

The manufacturers scheduled delivery is based on priorities and raw material made available.

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Item 1
BARRAGE BALLOONS

Exhibit C
Breakdown of Equipment Costs

A.C. CONTRACT	CONTRACTOR	QUAN. B-3	QUAN. B-4	QUAN. B-5	QUAN. B-6	Experimental & Service test 1941 Funds EACH	Experimental & Service test 1941 Funds TOTAL	Delivered as of 2-12-42
15190	Goodyear Tire & Rubber	6				[illegible]	(1940 Funds)	6
16470	Air Cruisers, Inc.		6			8,650.00	51,900.00	6
17332	Air Cruisers, Inc.		20			7,500.00	150,000.00	20
17443	Goodyear Tire & Rubber			20		9,663.45	193,269.00	20
17685	General Tire & Rubber		4			10,787.50	43,550.00	4
17852	Air Cruisers, Inc.				4	9,793.75	39,175.00	-
17881	Air Cruisers, Inc.		20			7,500.00	150,000.00	20
18073	Firestone Tire & Rubber				4	9,[illegible]6.50	39,966.00	
19394	Firestone Tire & Rubber				37	8,413.00	308,281.00	5
19395	General Tire & Rubber		30			7,700.00	231,000.00	30
19400	Goodyear Tire & Rubber			415		8,525.00	3,533,725.00	255
19641	Air Cruisers, Inc.		140			7,500.00	1,050,000.00	8
19977	U.S. Rubber Co.		4			10,925.00	43,700.00	2
	Totals	6	224	435	45		5,674,566.00	112
				150		For Navy Dept.		
	1941 Proc. For U.S. Army:	6	224	285	45			
	1942 Procurement:					4-11 Funds		
42-3156 Supple.	B.F. Goodrich (73-11funds)		4			EACH	TOTAL	1
19395	General Tire & Rubber		15			7,700.	115,500.00	15
22282	Air Cruisers, Inc.		70			7,660.	536,200.00	-
Supple. 19400	Goodyear Tire & Rubber			207		8,519.	1,762,833.00	-
21998	Firestone Tire & Rubber				100	8,945.	894,500.00	12
21998	" " "				400	8,497.	3,398,800.00	-
21998 (Co.)	" " "					8[illegible].	177,200.00	-
22700	Goodyear Tire & Rubber			730		9,072.	6,622,560.00	-
23272	General Tire & Rubber		200			8,690.	1,738,000.00	-
23682	Air Cruisers, Inc.		500			8,265.	2,479,500.00	-
24563	Goodyear Tire and Rubber		700			6,579.	4,606,706.00	1
25009	U.S. Rubber Co.		50			8,790.	Letter of Intent	-
	Total 41 & 42 Proc. For U.S. ARMY	6	1563	1132	545		22,001,411.00	89
								441
		Bilotable Type		1743				
		Ballonet Type		1563				
				3306				

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New Type Barrage Balloon, Lean and Deadlier, Developed

Anchored Airships, About 30 Feet Long, Small Enough for Easy Mobility

By HOWARD W. BLAKESLEE,
Associated Press Science Editor.

CAMP TYSON, Tenn., April 1.—As dusk falls over Camp Tyson, the Tennessee hills suddenly bloom with small, silvery, fat pop-bottle shaped airships—the Army's new type of barrage balloons.

They emerge from woods, cornfields, front yards, back yards, barnyards, by the score. They scoot up like sky dogs, each tilting its streamlined nose like a pointer that sees something in a treetop. They nose this way and that, as if sniffing the skies.

They climb about as fast as a fighter plane. They are littler and leaner than the conventional elephant-ear barrage balloons.

Mobile and Deadly.

But in one way they are more deadly to planes than their bigger elder brothers. They are far more mobile. You may see one doing 40 miles an hour, high in the air, towed by an auto. Nobody looking at one would dream of, much less see, the death it trails for any plane that strikes its all-but-invisible thin cable.

These ships are the V. L. A.'s—Very low altitude barrage balloons. They are a British invention. They have gone ashore with invasion troops on the beaches; protected convoys at sea; moved about harbors; they can, if need be, travel with either motorized or marching troops.

These ships are only a little more than 30 feet long, barely over 10 feet in diameter. One could be fairly well concealed in the lee of a dwelling house. In still air one man could hold a V. L. A. But there are four men to each crew. The number is much less than for the usual barrage balloon.

Held by Weighted Net.

A V. L. A. is bedded down—that is, firmly and safely set on the ground—by throwing over it a net edged with sand bags. Wind is the greatest enemy of these slim barrage balloons, just as of the larger ships. But wind is less dangerous to the sky dogs, particularly when on the ground.

Like sleeping dogs, they fold their tails against their sides when bedded down. Their tails are the folding fins, three for each ship, set on the tapering stern. The streamlining tapers a V. L. A. stern almost to a point. The end point is about the height of a man's chest off the ground. The fins fold as esily as camp chairs, and by similar wooden frames.

The V. L. A. is a free-wheeler when it rises. No engine is needed to unwind the winch which pays out the ship's slender cable. These craft also can be reeled in by hand, but motors are used for this purpose. Ability both to rise and descend very rapidly has become important in the roles of these balloons in co-operation with anti-aircraft, rapid-fire guns and fighter plane protection against enemy planes. The motor that pulls one down is about the size of a washing machine motor. The ship looks rigid, but isn't, and can be rolled and packed in the space of a trunk.

The evening maneuvers at Camp Tyson are practice in handling the balloons quickly under simulated attack. These barrage balloon men not only run the silver craft, but operate from slit trenches and dugouts. They are trained to fight enemy raiders and enemy infiltration by night. At certain periods the terrain resounds with machine gun practice fire.

Brig. Gen. John B. Maynard, commanding general of the barrage balloon training center, is training the men not only for a balloon job that runs a 24-hour day in bad weather, but to carry on as hardened fighters.

The altitude of the V. L. A. is only about one-sixth that of the large balloons. But the lean ships have enough altitude to do the big job of a barrage in the sky.

An established fact of this war is that Nazi planes do not fly into balloon barrages. They do not hedgehop balloon screened positions, nor sneak in unseen at low altitudes, below the zones of anti-aircraft guns. They don't go ground-strafing. Dive bombers don't dive below the balloons, and the V. L. A. height is enough to spoil accurate dive bombing.

More Effective at Night.

Barrage balloons are the only craft that improve at night. Then their zone of protection is larger, because enemies, unable to see them in time, keep farther away. By day or night the balloons hinder enemy craft from stealing close under cover of low clouds.

English war plants, protected by balloon barrages, have gone almost untouched in bombings that leveled everything around them.

How balloons keep the planes away is largely the secret of the mooring cables. The cable is alive in two senses. One, it slithers like a live snake when hit by a plane. Two, the lethal devices it carries are altered to meet changing conditions as a trained soldier might alter his tactics.

It might seem ideal if a balloon cable carried a Christmas tree string of bombs. But they don't. That would be too much weight, too easy to see, too dangerous below. The lethal sting of these air serpents is more subtle. It is probable that the crew of an attacking plane never sees how it is done. If the crew should see, it probably would be too late, for by the time they sensed what was happening their ship would be crippled.

Antidotes Failure.

German planes have been found with cable-cutting devices on the leading edges of wings. But the cutters, increasing a ship's weight, may cause more trouble for their own planes than for the balloons.

Nazis have tried shooting down balloon barrages. But new balloons come up too fast.

At dusk, in the distance, the silvery V. L. As resemble an immense New Year's eve celebration. They are beautiful to all eyes, except those of an enemy airman.

Reich Stops Pen Making

BERN, Switzerland, April 1.—Berlin announced yesterday that effective May 1 Germany would manufacture no more fountain pens, one of its biggest small article export items.

War bonds make bombers to bomb the Axis and lower our taxes. Why not buy some and help yourself?

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Shutout Wins Leave District Pin Loop Little Changed

Clarendon, Lucky Strike, Hyattsville, Spillway Spread Whitewash

There was little change in the hectic District Duckpin League flag chase today after the pacesetting Clarendon Bowling Center sharpshooters had continued their relentless championship bid with a 3-0 victory over Chevy Chase Ice Palace while the runnerup Anacostia Spillways boasted a sweep over Arlington and the deadlocked Hyattsville Recreations and Lucky Strikes reported respective shutouts over Convention Hall and Alexandria.

Brookland Recreation was the only pennant contender to lose ground, dropping a game to Rosslyn

Lafayette Pinettes Cut Hi-Skor Pennant Margin to One Game

Kenwood Women Retain Country Club Flag; Field for Goodman Tournament Grows

Coming back with a 3-0 victory over Red Circle last night at Lucky Strike after being floored by Rosslyn in an important battle, the runnerup Lafayettes cut the pace-setting Hi-Skors' lead to a single game in the Ladies' District Duckpin League pennant scrap when the leaders dropped a 2-1 decision to Chevy Chase Ice Palace.

Capt. Jessie Sacrey's 130 and 388 gave the Lafayettes their winning edge over Red Circle. Helen O'Dea strived to stem the rout with the night's top single of 149.

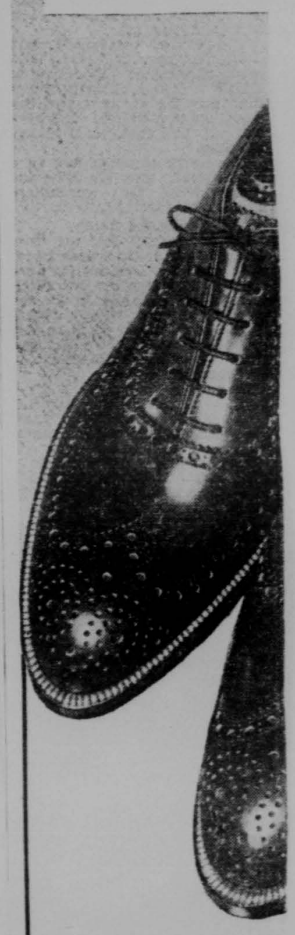
Chevy Chase Team Hot.

Featured by Capt. Lucile Young's top 397 and Julia Young's 136, Chevy Chase amassed one of its best scores of the season with 1,734 to clip the Hi-Skors in the first two games.

Tony Santini of King Pin, Ray Roberts of Chevy Chase Ice Palace and Johnny Ressa of Convention Hall are the latest to sign up for the Ellis Goodman head-to-head singles elimination which opens at Lafayette Sunday night at 8.

Jack Talbert and Pete Pratico cut loose with respective 169—400 and 406 scores as Buckingham Barners smeared Boyer's Pharmacy in the rubber game with 633.

Kenilworth Boosters trimmed the Yanks, 2-1, to deadlock with the losers for first place in the American League at Greenway Bowl. The Five Aces monopolized the high scores as Andy Filman's 156 and 388 led team counts of 616 and 1,752 in a sweep

$45.00 (
Compare the '
Moore, famou
signed and ma
wingtip oxford
stitch for stitch
original cost $4
only $6.60! Ca

Regal Repl
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April, 1943
Vol 42, No 252

So German divisions anywhere in the world, the war would soon end.

People in America often ask what the Russians will do when the war is over. The answer depends, of course, on when, and under what circumstances, the war ends. After spending seven months in Russia, and traveling to the limit of the permission granted me, I feel that the people of the Soviet want nothing so much as to heal their wounds and start living again in some degree of security and comfort. The last thing they want is more fighting anywhere.

Britain's Convoy Barrage

A GREAT convoy forging up the English Channel is an odd sight. From the stern of each freighter an ungainly balloon cavorts at the end of a steel cable. The seagoing balloons have done for Britain's merchant vessels what the stationary barrage balloons have done for her cities. They have caused many enemy planes to crash into the sea, but their primary purpose is to keep the bombers high. Also, the cable streaming back in the wind bars the bombers' favorite approach, from aft.

Protection is available even to the lone "tramp" calling at the scores of ports around Britain's coasts. At each is a "balloon seller," a sort of lending library staffed by naval and RAF personnel. Here the incoming ship drops its old balloons to be repaired, and picks up a full one for the next stage of the journey. There are floating balloon stations, too. Lighters are permanently anchored to serve neighboring mine sweepers, and in many harbors fixed posts fly balloons to hold off the mine-laying planes.

One Channel convoy was attacked by about 30 German dive bombers with an escort of fighters. First the fighters came in, diving on one balloon after another and shooting them down. Finally the bombers dropped their bombs. But the delay had saved the convoy, for it gave British fighters time to arrive on the scene, and almost immediately three Junkers dived into the water, ablaze.

One of the most dramatic balloon "kills" was described in these words: "There was a low cloud and the old gas bag was sitting in it. Along comes a Junkers and bumbled around cautious-like for a bit. Then, seeing nothing, he comes in low with his bomb doors open. Suddenly the great thing sort of half-stops in midair, and then hang me if she doesn't slice in half, neat as a bit of cheese, and the two halves fall apart, and the Jerries come tumbling out before it hits the sea."

—George Mawson in *Britain*

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but with their earnings and savings. A wage-earner receiving $75 a month, for example, pays $21 in taxes.

"Everything for victory!" is the slogan and passion of the Russian people. Never in history have they hated an enemy with such fury as they now hate Germans. Often I read stories in the Soviet press of a Russian soldier in hand-to-hand combat with an enemy, pinning the German to the ground, biting his throat with his teeth and letting him bleed to death.

The peasants, particularly, have been shocked by the things the Germans have done. Upon occupying a community, the Nazis shoot all chickens, geese and ducks for food. Then they gather all other livestock, and all the grain and potatoes they can find. If they have time during a forced retreat, they burn every building. I have seen scores of villages overgrown with weeds and with only battered chimney stacks to mark their former location.

When the Germans retreat they drive the civilian population ahead of them. They cannot feed or clothe them and often have no shelter for them, and countless thousands thus go to certain death. Such depredations and degradations, visited on Russians only because they are members of "an inferior race," have stirred Russian wrath as it has never been stirred before.

Never for an instant have the citizens of the Soviet wavered in their faith of ultimate victory. "We'll lose 20,000,000 lives, but we'll win!" I heard a naval commander exclaim to a crowd. Tempestuous applause greeted his words.

"We shall slaughter the Germans some day, somewhere," I heard a factory director cry out at a mass meeting of workers, and the very walls shook with cheers.

Victory to the people means not only expulsion of Germans from Russian territory but the destruction of Nazism, the imposition of conditions which will make it impossible for Germany ever again to start another war. It means the punishment of Nazi leaders, from the highest to the lowest, and of the perpetrators of atrocities. No less do they want a reckoning with the home folk in Germany who felt grateful for looted parcels their troops sent them from Russia — food, felts, woolens and other necessities.

Now, more than ever, the Russians are wondering what their allies will do. They are elated by the Anglo-American action in North Africa, but they do not regard it as a second front, partly because the number of German troops involved is small — about eight divisions. In Russia the Red Army has been facing *240 divisions.*

The Russians want the Allies to wage combat on a scale which will compel Hitler to withdraw one fourth to one third of his troops from the eastern front. They are convinced that, if the Allies were now in a position to engage from 60 to

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#9

Revision of Active Contracts and Orders.

Item	Contractor	Contract or Order No.	Quantity Undelivered
Cloth, Ground	Hedrick Mfg. Co.	42-7980	2,450
	Federal Prison Ind.,Inc.	42-7975	500
Manifold Assy., Post Charging	National Cyl. & Gas Co.	42-12941	6
	Indiana Eng. Co.	AC-21405	3
Manifold Assy., Inflation	Air Cruisers, Inc.	42-332	296
	Air Cruisers, Inc.	42-7976	1,075
Thimble, Inflation	Air Cruisers, Inc.	42-7976	2,100
Tie, Elastic	Mercury,Aircraft, Inc.	AC-21415	270
	Mercury Aircraft, Inc.	42-7978	5,400
Wye, Assy.,Inflation	Air Cruisers, Inc.	42-332	21
	Goodyear Tire & Rubber Co.	42-7974	988
Tube Assy.,Inflation	Goodyear Tire & Rubber Co.	42-7974	1,130
Fabric,Neoprene,Style 501N	Vulcan Proofing Co.	42-6371P	600
Caustic Soda	Diamond Alkali Works	42-3267	50,000
	Belle Alkali Co.	AC-24533	1,000,000
	Dow Chemical Co.	AC-24534	3,483,800
	Dow Chemical Co.	42-3266	2,500
Ferro Silicon	Electro Metallurgical Corp	AC-24948	275,100
	Vanadium Corp.of America	AC-24947	45,000
Potassium Hydroxide	Innis Spieden & Co.	AC-24916	200,000
Block Assy.	Gar Wood Industries	AC-24188	956
Cylinder	Harrisburg Steel Corp.	AC-22260	144,999
	Harrisburg Steel Corp.	AC-27411 (2)	50,000
		(1)	62,500
	Taylor Wharton Co.	AC-27410	259,550
	Taylor Wharton Co.	AC-22261	50,751

May 12, 1942
Office, Chief, Field Service, air Corps, to Chief of Engineers & C Army
Revision of "Cost Breakdown and Summary of Barrage Balloon
Equipment Procured by the Air Corps" chart
All active contracts forwarded to your office under date of May 2, 1942

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Tab #10
May 18, 1942

AAF Materiel Center, Wright Field, Dayton, Ohio

UNCOMPLETED CONTRACTS AND PURCHASE ORDERS
BARRAGE BALLOONS AND EQUIPMENT

Contract or Order Number	Contractor	Material	Inspection Control (Procurement District)
W535 AC-24612	Norwalk Co.,Inc., South Norwalk, Conn.	Compressor, Helium or Hydrogen	District Supervisor, Eastern Procurement District, 11th Floor, 90 Church St., New York, N.Y.
W535 AC-17852 Item 3	Air Cruisers, Inc., 330 Highland Ave., Clifton, N. J.	Barrage Balloons	"
W535 AC-19041	"	Barrage Balloons	"
W535 AC-22232	"	Barrage Balloons	"
W535 AC-22700	Goodyear Tire &Rubber Co. Akron, Ohio	Barrage Balloons	"
W535 AC-24021	American Chain &Cable Co. American Cable Div. 230 Park Ave., New York, N.Y.	Cable, flexible	"
41-12295	"	Cable	"
W535 AC-24019	American Steel & Wire Co. American Insurance Union Bldg., Columbus, Ohio	Cable, flexible	"
41-12293	"	Cable	"
W535 AC-22260	Harrisburg Steel Corp., Harrisburg, Pa.	Cylinders, Gas, for Helium or Hydrogen	"
W535 AC-24020	John A. Roebling's Sons Co. Trenton, N. J.	Cable, flexible	"
41-12294	"	Cable	"
W535 AC-22261	Taylor-Wharton Iron&Steel Company, Easton, Pa.	Cylinders, Gas for Helium or Hydrogen	"

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Contract or Order Number	Contractor	Material	Inspection Control (Procurement District)
W535 AC-23062	Air Cruisers, Inc., 330 Highland Ave., Clifton, N. J.	Barrage Balloons	District Supervisor Eastern Procurement District 11th Floor, 90 Church St., New York, N.Y.
W535 AC-19405	Marmon-Harrington Co., Inc. Indianapolis, Ind.	Winches, Barrage Balloon, Model BB-1	District Supervisor, Central Procurement District 8505 West Warren Ave., Detroit, Michigan
W535 AC22227 Item 1	" "	Winches, Barrage Balloon, Model BB-1 (Portable)	"
Item 2		Winches, Barrage Balloon	
W535 AC-23272	General Tire & Rubber Co., Akron, Ohio	Barrage Balloons	"
W535 AC-22728	Independent Eng. Co., O'Fallon, Illinois	Hydrogen Generator	"
42-14158	Marmon-Harrington Co.,Inc., Indianapolis, Ind.	Winches	"
W535 AC-21998	Firestone Tire & Rubber Co. Akron, Ohio	Barrage Balloons	Dist.Supervisor,East.Proc.Dist. 11th Floor,90 Church St.,N.Y. and Dist.Supervisor,Cent.Proc.Dist. 8505 W.Warren Ave., Detroit, Michigan.
W535 AC-19400	Goodyear Tire & Rubber Co., Akron, Ohio	Barrage Balloons	"
W535 AC-24563	"	Barrage Balloons	"

May 18, 1942 Commanding General Materiel Command, Air Corps to Chiefs of Engineers.
Inspection of AAF contracts being conducted as shown above

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MCAC-[illegible]-WF-6-28-41-200M

INTER-OFFICE MEMORANDUM

WAR DEPARTMENT, AIR CORPS
Office, Assistant Chief
Materiel Division

CMT:mvh:51
Wright Field, Dayton, Ohio
Date

TO: Chief, Experimental Engineering Section, Wright Field.

SUBJECT: Status of Barrage Balloon Equipment.

1. The inclosed exhibits show the status of those barrage balloon equipment items whose procurement is a function of the Experimental Engineering Section.

2. Equipment is referred to by item numbers corresponding to those listed in pages 75 and 76 of the Revised Expenditure Program pertaining to Regular National Defense Appropriation FY 1942.

PAUL H. [illegible],
Lt. Colonel, Air Corps,
Chief, Aircraft Laboratory.

4 Incl.

M-97-40

Signature

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February 1942

Exhibit A

Equipment Quantities Procured for U. S. Army

Item No.	Article	1941 Proc.	1942 Proc.	Total Proc.	Total Army Proc.	Remarks
1	Barrage Balloons, Dilatable, L. A.	426	1407	1893	1743	150 For Navy Dept.
	Barrage Balloons, Ballonet, L. A.	224	639	863	363	
	Mark VII, Ballonet, L. A.		700	700	700	
					3306	
2	Barrage Balloon, Dilatable, H. A.	1	—	1	1	
3	Cable, Barrage Balloon, L. A.	595	2112	2707	2321	Reels 335 Reels for Navy Dept.
4	Cable, Barrage Balloon, H. A.	10	—	10	10	Reels; 19,000 ft.
5	Generator, Hydrogen	5	30	35	32	3 For Navy Dept.
20	Truck, Winch	222	1332	1554	1554	
21	Winch, Type A-9, L. A.	587	1104	1691	1449	242 For Navy Dept.
22	Winch, Type A-11, L. A.	12	100	112	112	
23	Winch, Type A-10, H. A.	10	—	10	10	
24	Trailers, Gas	—	80	80	80	
	Truck-Tractor	—	40	40	40	
	Terminal, Cable	700	2000	2700	2365	335 For Navy Dept.
	Clevis Assembly	—	1500	1500	1500	
	Swivels, Clevis Assembly	—	500	500	500	

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Exhibit B

Status of A-11 Funds

Item No.	Item	Requirements: On Proc.	Requirements: Total Required	Funds: Obligated	Funds: Set Up
		72*		Letter of Intent	
1	Barrage Balloons, L. A.	3256	2737	22,061,411.00	21,824,000.00
2	Barrage Balloons, H. A.	1	11	———	3,960,000.00
3	Cable, Barrage Balloon, L. A.	2656	2220	1,377,600.00	1,431,000.00
4	Cable, Barrage Balloon, H. A.	10	10	———	518,400.00
9	Generator, Hydrogen	32	30	585,000.00	720,000.00
20	Truck, Winch	1554	1554	3,130,200.00	3,086,244.00
21	Winch, Type A-9, L. A., portable	204**		Letter of Intent	
		1449	1443	3,777,955.00	3,445,400.00
22	Winch, Type A-11, L. A., mobile	112	111	372,300.00	951,325.00
23	Winch, Type A-10, H. A., portable	10	10	———	1,545,000.00
24	Trailers, Cab. 80; Truck-Tractor 80	80	80	959,480.00	1,390,000.00
	Misc. Items			36,471.90	———
				32,500,917.90	39,104,869.00
	A-11 Funds not obligated			6,603,951.10	
				39,104,869.00	39,104,869.00

* Letter of Intent to U. S. Rubber covering
50 Low Alt. Ballonet B. B., total cost $436,537.00

** Letter of Intent to Warren-Terrington, Inc.
covering 204 Type A-9 Winches, B.B.
total cost $724,200.00

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Uncompleted Contracts and Purchase Orders
Barrage Balloons and Equipment

March 28, 1942

Contract No.	Contractor	Material	Amount Due	Amt. Shipped	Date Due	Remarks
15470 Item 3	Air Cruisers, Inc., 330 Highland Ave., Clifton, N. J.	Barrage Balloon	1	1	11/11/40	All delivered. 4 returned for repair.
17852 Item 2	Air Cruisers, Inc., 330 Highland Ave., Clifton, N. J.	Barrage Balloons	3	3	May, 1941	Production stopped, contractor negotiating with Materiel Div.
19400	Goodyear Tire & Rubber Co. Akron, Ohio	Barrage Balloons	622	283	1/6/43	Last shipment 3/10 Next shipment 3/16
19641	Air Cruisers, Inc., 330 Highland Ave., Clifton, N. J.	Barrage Balloons	140	29	2/11/42	48% Complete. Next shipment 3/31/42
21998 Item 1	Firestone Tire & Rubber Co. Akron, Ohio	Barrage Balloons	400	14	10/19/42	Next delivery 3/18/42
21998	Firestone Tire & Rubber Co. Akron, Ohio	Barrage Balloons	100	25	4/19/42	
22700	Goodyear Tire & Rubber Co. Akron, Ohio	Barrage Balloons	700	0	8/15/43	
22232	Air Cruisers, Inc., 330 Highland Ave., Clifton, N. J.	Barrage Balloons	70	0	11/13/42	20% Complete.
23272	General Tire & Rubber Co., Akron, Ohio	Barrage	200	27	June, 1942	
23662	Air Cruisers, Inc., 330 Highland Ave., Clifton, N. J.	Barrage Balloons	300	0	11/23/42	14% Complete.
24563	Goodyear Tire & Rubber Co. Akron, Ohio	Barrage Balloons	700	0	12/1/43	

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Uncompleted Contracts and Purchase Orders
Barrage Balloons and Equipment

March 28, 1942

Contract No.	Contractor	Material	Amount Due	Amt. Shipped	Date Due.	Remarks
19403	Marmon-Herrington Co., Inc., Indianapolis, Ind.	Winches Barrage Balloon Model BB-1	515	465	Approx. 3/7/42	Manufacturing 7 or 8 per day.
22227 Item 1	Marmon-Herrington Co., Inc., Indianapolis, Ind.	Winches Barrage Balloon (Portable) Model BB-1	900	0	Approx. 6/19/42	Inspection shows - Date of 1st shipment advanced from 3/15/42 to indefinite date due to engineering changes.
22227 Item 2	Marmon-Herrington Co., Inc., Indianapolis, Ind.	Winches Barrage (Mobile) Model BB-2	100	0	Approx. 3/19/42	"
42-14158 (restricted)	Marmon Herrington Co., Inc., Indianapolis, Ind.	Winches	2 Ea.	0	6/14/42	Central District Letter mailed 3/24/42
22738	Independent Eng. Co., O'Fallon, Illinois	Hydrogen Generator	30	0	Jan.,1943	Delivery delayed 60 days awaiting allocation of steel by W.P.B.
24612	Norwalk Co.,Ind., South Norwalk, Conn.	Compressor Helium or Hydrogen	5	0	4-12-42	Delivery late pending arrival of Preference Rating Certificate.
20253 Item 1	Harrisburg Steel Corp., Harrisburg, Penna.	Cylinders, gas for Helium or Hydrogen	27,500	23,420	Feb.,1942	

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Uncompleted Contracts and Purchase Orders
Barrage Balloons and Equipment

March 28, 1942

Contract No.	Contractor	Material	Amt.Due	Amt.Shipped	Date Due	Remarks
20253 Item 2	Harrisburg Steel Corp. Harrisburg, Pennsylvania	Cylinders,Gas for Oxygen	32,500	28,940	Feb.1942	
22260	Harrisburg Steel Corp. Harrisburg, Pennsylvania	Cylinders,Gas for Helium or Hydrogen	149,999	0	May 1942	Delay due to previous order
22261	Taylor-Wharton Iron&Steel Company Easton, Pennsylvania	Cylinders, Gas for Helium or Hydrogen	73,751	12,500	March 1942	Schedule 7,500 cylinders month of April. Lst shipment 3/11/42, next shipment 3/16/42.
24019	American Steel & Wire Co. American Insurance Union Bldg. Columbus, Ohio	Cable,flexible	5,000,000	2,463,120	Approx. 5/15/42	Last shipment 3/13 Next Shipment 3/16
24020	John A.Roebling's Sons Co. Trenton, New Jersey	Cable,flexible	5,000,000	2,169,660	Approx. 6/1/42	Next delivery 3/18
24021	American Chain & Cable Co. Inc.,American Cable Division 230 Park Avenue	Cable,flexible	5,000,000	2,080,000	Approx.	Expect to make regular weekly shipments per schedule,next delivery 3/16
41-12293	American Steel & Wire Company of New Jersey	Cable	3,294,700	2,484,355	8/18/41	Letter of 12/27 from Contractor - Contract is being completed at rate of 100,000 ft. per week. Letter of 3/2 - Shipment of 2/5/42 was rec'd in good condition.

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Uncompleted Contracts and Purchase Orders
Barrage Balloons and Equipment

March 28, 1942

Contract No.	Contractor	Material	Amount Due	Amt. Shipped	Date Due	Remarks
41-12294	John A. Roebling's Sons Company	Cable	3,407,000	893,600	9/10/41	Letters of 2/16 and 2/20 requesting information as to disposition of Had quota. Answer to Letter of 1/21 Items 1, 3, 4, & 7 shipped complete 10/6, Item 8 shipped complete 10/3 Item 12 shipped complete 9/11. Ltr. to Eastern District 2/20 - Due to War conditions shipment could not proceed to destination and was accordingly discharged at Port of Stockton. Sh Shipment has been picked up by San Francisco Port Branch and is now there awaiting forwarding instructions. Letter 2/23/ from East. District - An enclosure, Copy of Communications, was forwarded contractor and same was to serve as a transmittal for necessary action.
41-12295	American Chain & Cable Company	Cable	2,621,000	1,803,000	9/5/41	Overdue Report 12/17 Shipping 2600 ft. 12/16 to FAD, will ship 12,000 ft. 1/19. Will endeavor to ship balance 1/23.
42-8095	John A. Roebling's Sons Company	Cable	600,000	624,120	12/31/41 28 weekly until complete	No Remarks
42-8096	American Chain & Cable Co.	S-1 Cable	600,000	585,542	2/15/42	No Remarks

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R E S T R I C T E D

January 2, 1942

Tentative Military Characteristics of a
Low-Altitude Ballonet-Type Barrage Balloon

1. The balloon shall have an operational height of 6500 feet minimum in still air under the following conditions.

a. Air Temperature ----------60°F (15.6°C)
b. Barometric Pressure ----------29.92 in. Hg.
c. Lifting Gas ----------Hydrogen
d. Gas Purity ----------92%
e. Weight of Flying Cable ----------.10 lb./ft.
f. Free Lift at Operational Height ----------35 lb.
g. Weight of Lethal Devices on Flying Cable --50 lb.

2. The ballonet shall be of a size to allow the balloon to ascend to 9000 feet altitude in calm weather without valving gas.

3. The balloon shall be equipped with a diaphragm-operated valve, which operates only when the balloon has reached the ballonet ceiling and the internal pressure becomes dangerous to the fabric. Valve setting or point of operation should be easily adjusted without the necessity of deflation. The valve is to be operated by a suitable low stretch cord.

4. The balloon is to be equipped with air inflated stabilizing fins.

5. The balloon is to be such design as to allow a rate of haul down of not less than 300 feet per minute in a 20 mph wind.

6. Topping-up of balloon is to be possible from a close-haul position.

7. A known fabric shall be used in the construction of the balloon with the least permeability obtainable, consistent with other requirements, particularly with reference to long life and low weight. The fabric deterioation under storage or use shall not limit the life of the balloon to less than 9 months. The fabric shall be treated to prevent excessive superheat.

8. The balloon shall be rigged for mechanical handling in conformity with such handling system as may be adopted.

9. The balloon shall be capable of flying in a 65 mph wind without loss of or damage to the balloon.

10. Under steady wind conditions the balloon shall not pitch or yaw (or fly off wind) to the degree so that the balloon becomes unmanageable.

11. The design of the rigging shall be such that no ballast is required.

12. The balloon shall have an electrical bonding system against lightning.

R E S T R I C T E D
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(For Record Section only)

WQJ/abs

MILITARY INTELLIGENCE DIVISION W. D. G. S.

MILITARY ATTACHE REPORT Great Britain.

(Country reported on)

Subject: Monthly Analysis of Impacts, Balloon Command, May, 1943. (Brief descriptive title) I. C. No. 9925.

From M. A. London Report No. 58257. Date 26 June, 1943.

Source and degree of reliability:

A.I.3., (U.S.A.), Air Ministry. (A-1).

SUMMARY.—Here enter careful summary of report, containing substance succinctly stated; include important facts, names, places, dates, etc.

Herewith Monthly Analysis of Impacts and details of aircraft which flew through or over Balloon Barrages and a list of aircraft which impacted cables during the month of May, 1943.

Incl.1 - Friendly or Unidentified Aircraft (Believed Friendly) which flew through operational balloon barrages below the height of balloons, without impacting cables.

Incl.2 - Friendly or Unidentified Aircraft (Believed Friendly) which flew over operational balloon barrages, below 6,500 feet.

Incl.3 - Number of Occasions on which Friendly Aircraft have flown through or over operational Balloon Barrages.

Incl.4 - Summary of Impacts. Enemy Aircraft and Balloon Cables.

Incl.5 - Aircraft Infringements with Non-Operational Balloon Barrages - Cardington.

It will be observed that a total of 15 friendly aircraft flew through operational balloon barrages, none of which impacted balloon cables. A further 89 friendly aircraft flew over operational balloon barrages at a height below 6,500 feet.

In addition, 152 friendly aircraft flew over the training balloons at R.A.F. Station, Cardington. Of these 121 were Fortresses of the U.S.A.A.C.

An enemy aircraft penetrated the Chelmsford Balloon Barrage during the night of the 13th/14th May, and is believed to have impacted a balloon cable. Evidence concerning this impact is so scanty, however, that no definite conclusions can be reached.

Rep. 7/6/43 Air
Auth: TGL
No. copys. 24
23 c. m/f

5 Incls. (as above)
Origs. & m/f of ea. w/Mr. M/F of ea. w/def.

W.Q. JEFFORDS, Jr.,
Col. G.S.C., Asst. Military Attache.

CMA, American Embassy, London. 26 June, 1943. Forwarded H.M.S.

1 B.I.
4 G-4, ACF
6 AA Cmd.
1 Barrage Balloon Bd.
1 G-4.

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APPENDIX "A".

Friendly or Unidentified Aircraft (believed Friendly) which flew through operational balloon barrages below the height of balloons, without impacting cables.

Month of May, 1943.

No. 30 Group. (No. 11 (F) Group).

Time.	Date.	Barrage.	Type of Aircraft.	Height of Aircraft.	Height of Balloons.
1239.	12/5.	Harwich.	2 Hurricanes.	1500/2000'	[illegible] ft.
1256.	19/5.	Langley.	Hornet Moth.	1500 ft.	5[illegible] ft.
1625.	30/5.	Lowestoft.	T/E. Fighter.	500 ft.	5[illegible] ft.
1015.	13/5.	Norwich.	Believed Mustang.	1[illegible]0 ft.	6[illegible] ft.
1848.	6/5.	Sheerness.	Hudson.	5/800 ft.	1[illegible] ft.
1730.	22/5.	Southampton.	Hurricane.	2/300 ft.	1[illegible] ft.
1506.	26/5.	Weybridge.	T/E. Aircraft.	3000 ft.	[illegible]from 4000' to 50

No. 32 Group. (No. 10 (F) Group).

1116.	22/5.	Falmouth.	Wellington.	1000 ft.	1[illegible] ft.
1114.	1/5.	Plymouth.	Oxford or Blenheim.	4000 ft.	6[illegible] ft.

No. 33 Group. (Nos. 9 & 12 (F) Groups).

0508.	13/5.	Hull.	Unidentified.	[illegible] 1[illegible]'	1[illegible] ft.
2010.	15/5.	Liverpool.	[illegible]erican [illegible].	[illegible]ft.	[illegible]t.
1552.	30/5.	Liverpool.	Fighter.	[illegible] ft.	[illegible] ft.
0950.	29/5.	[illegible]ham.	[illegible]n.	[illegible] ft.	1[illegible] ft.

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APPENDIX "B".

Friendly or Unidentified Aircraft (Believed Friendly) which flew over operational balloon barrages, below 6,500 feet.

Month of May, 1943.

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No. 30 Group. (No. 11 (F) Group).

Time.	Date.	Barrage.	Type of Aircraft.	Height of Aircraft.	Height of Balloons.
1605.	7/5.	Harwich.	4 Thunderbolts.	4/5000 ft.	500 ft.
1842.	16/5.	Norwich.	7 Thunderbolts.	2500 ft.	1500 ft.
0947.	19/5.	Norwich.	Oxford.	3/4000 ft.	1500 ft.
1718.	21/5.	Norwich.	Piper Cub.	1700 ft.	1500 ft.
1658.	25/5.	Norwich.	Stirling.	1700 ft.	1500 ft.
1508.	26/5.	Norwich.	6 Thunderbolts.	1700 ft.	1500 ft.

No. 32 Group. (No. 10 (F) Group).

1055.	4/5.	Birmingham.	T/E. Bomber.	500 ft.	Grounded.
1504.	18/5.	Birmingham.	Stirling.	500 ft.	500 ft.
1335.	23/5.	Birmingham.	Tiger Moth.	5000 ft.	500 ft.
1535.	28/5.	Birmingham.	Training Aircraft.	50 ft.	Grounded.
1119.	4/5.	Coventry.	D.H. Rapide.	1500 ft.	Grounded.
1130.	4/5.	Coventry.	Fortress	700 ft.	Grounded.
1543.	11/5.	Coventry.	Fortress	3000 ft.	500 ft.
1600.	11/5.	Coventry.	Fortress	2500 ft.	500 ft.
1052.	12/5.	Coventry.	Hurricane.	500 ft.	Grounded.
1535.	12/5.	Coventry.	8 Bombers, and Hurricane.	1000 ft.	Grounded.
1557.	18/5.	Coventry.	Lancaster.	3000 ft.	500 ft.
1234.	21/5.	Coventry.	Oxford.	3000 ft.	500 ft.
1535.	22/5.	Coventry.	Wellington.	1000 ft.	Grounded.
1937.	23/5.	Coventry.	Anson.	2000 ft.	Grounded.
1939.	25/5.	Coventry.	Liberator.	500 ft.	Grounded.
1105.	30/5.	Coventry.	Wellington.	3000 ft.	500 ft.
1057.	27/5.	Bristol.	Fighter.	2000 ft.	500 ft.
1152.	30/5.	Dartmouth.	Typhoon.	1200 ft.	1000 ft.
1557.	3/5.	Derby.	Flying Fortress.	750 ft.	Grounded.
1053.	6/5.	Derby.	Oxford.	4000 ft.	Grounded.
1121.	20/5.	Derby.	Liberator	2000 ft.	500 ft.
1130.	23/5.	Derby.	Halifax.	5000 ft.	500 ft.
1116.	25/5.	Derby.	Hurricane	1500 ft.	Grounded.
1125.	26/5.	Derby.	Wellington.	2000 ft.	500 ft.
1158.	27/5.	Derby.	Lancaster.	2500 ft.	500 ft.
1130.	30/5.	Derby.	Lancaster.	3000 ft.	500 ft.
1111.	3/5.	Newport.	Beaufighter.	1000 ft.	500 ft.
1155.	14/5.	Newport.	Unidentified.	6000 ft.	1000 ft.
1130.	19/5.	Newport.	Wellington.	2000 ft.	500 ft.
1137.	29/5.	Newport.	Oxford.	500 ft.	500 ft.
1143.	30/5.	Newport.	Hurricane.	1000 ft.	500 ft.
1118.	30/5.	Newport.	Oxford.	800 ft.	800 ft.
1134.	23/5.	Swansea.	T/E. Bomber.	5000 ft.	500 ft.
1110.	1/5.	Yeovil.	Typhoon.	2000 ft.	Grounded.
1130.	1/5.	Yeovil.	Hudson.	3000 ft.	Grounded.
1128.	7/5.	Yeovil.	Wellington.	3000 ft.	500 ft.
1200.	9/5.	Yeovil.	Wellington.	1500 ft.	Grounded.

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No. 33 Group. (Nos. 9 & 12 (P) Groups.

Time.	Date.	Barrage.	Type of Aircraft.	Height of Aircraft.	Height of Barrage.
0103.	1/5.	Crewe.	Unidentified.	Unknown.	[illegible] ft.
1021.	1/5.	Crewe.	Anson.	1000 ft.	Grounded
1045.	1/5.	Crewe.	Anson.	[illegible] ft.	Grounded
1927.	4/5.	Crewe.	Wellington.	[illegible] ft.	[illegible] ft.
0827.	6/5.	Crewe.	2 Oxfords.	4500 ft.	Grounded
1333.	8/5.	Crewe.	Hurricane.	1000 ft.	Grounded
1449.	9/5.	Crewe.	Wellington.	[illegible] ft.	Grounded
1142.	11/5.	Crewe.	Anson.	[illegible] ft.	[illegible] ft.
1338.	11/5.	Crewe.	Wellington.	[illegible] ft.	[illegible] ft.
1939.	11/5.	Crewe.	Wellington.	[illegible] ft.	[illegible] ft.
1740.	11/5.	Crewe.	Anson.	[illegible] ft.	[illegible] ft.
1749.	13/5.	Crewe.	Anson.	[illegible] ft.	[illegible] ft.
0914.	15/5.	Crewe.	Anson.	[illegible] ft.	Grounded
0103.	16/5.	Crewe.	Unidentified.	Unknown.	[illegible] ft.
1740.	19/5.	Crewe.	Lancaster.	[illegible] ft.	[illegible] ft.
1639.	20/5.	Crewe.	Lancaster.	4000 ft.	[illegible] ft.
1701.	25/5.	Crewe.	Airspeed Oxford.	5000 ft.	4800 ft.
1948.	30/5.	Crewe.	2 Aircraft.	3000 ft.	Grounded
1453.	3/5.	Hull.	A/S. Aircraft.	1500 ft.	1500 ft.
1550.	7/5.	Hull.	Wellington.	5000 ft.	1500 ft.
1130.	10/5.	Hull.	Bi-plane.	[illegible] ft.	Grounded
0255.	26/5.	Hull.	Unidentified.	Unknown.	1500 ft
1405.	18/5.	Liverpool.	Training Plane.	2000 ft.	500 ft.
1031.	28/5.	Liverpool.	Fighter.	1000 ft.	800 ft.
1115.	3/5.	Sheffield.	Lancaster.	500/1000'	Grounde
2325.	20/5.	Sheffield.	4-mtg. Bomber.	2000 ft.	500 ft.
0143.	21/5.	Sheffield.	4-mtg. Bomber.	2000 ft.	500 ft.
1557.	24/5.	Sheffield.	Halifax.	3000 ft.	Grounde

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APPENDIX "G".

Number of occasions on which Friendly Aircraft have flown through or over operational Balloon Barrages.

Month of May, 1943.

Barrage.	Flown Through.	Flown Over.	Total.
Birmingham.	-	4	4
Bristol.	-	1	1
Coventry.	-	14	14
Crewe.	-	20	20
Dartmouth.	-	1	1
Derby.	-	6	6
Falmouth.	1	-	1
Harwich.	2	4	6
Hull.	1	4	5
Langley.	1	-	1
Liverpool.	3	2	5
Lowestoft.	1	-	1
Newport.	-	6	6
Norwich.	1	16	17
Plymouth.	1	-	1
Scapa.	1	-	1
Sheerness.	1	4	5
Sheffield.	-	-	4
Southampton.	1	4	1
Swansea.	-	1	1
Weybridge.	1	-	4
Yeovil.	-	4	4
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TABLE

TYPE	CONTRACT NO.	CONTRACTOR	NUMBER ON ORDER	A. C. SERIAL NUMBERS
D-3	AC-15150	Goodyear	6	41-1 to 41-6 incl.
D-4	AC-15470	Air Cruisers	6	41-11 to 41-15 incl.
D-4	AC-17332	Air Cruisers	20	41-36 to 41-55 incl.
D-4	AC-17685	General	4	41-56 to 41-59 incl.
D-4	AC-17681	Air Cruisers	20	41-64 to 41-83 incl.
D-4	AC-19395	General	30	41-128 to 41-157 incl.
D-4	Supplement AC-19395	General	15	42-282 to 42-296 incl.
D-4	AC-19641	Air Cruisers	140	41-573 to 41-712 incl.
D-4	AC-22232	Air Cruisers	70	42-212 to 42-281 incl.
D-4	AC-19977	U.S. Rubber	4	41-714 to 41-717 incl.
D-4	P.O. 42-3156	B.F. Goodrich	4	42-1 to 42-4 incl.
D-4	AC-23272	General	200	42-1407 to 42-1606 incl
D-4	AC-23662	Air Cruisers	300	42-2397 to 42-2696 incl
D-4	P.O. 42-16955-P	U.S. Rubber	50	42-2697 to 42-2746 incl.
D-5	AC-17443	Goodyear	20	41-16 to 41-35 incl.
D-5	AC-19400	Goodyear	413	41-158 to 41-570 incl.
D-5	Supplement AC-19400	Goodyear	207	42-5 to 42-211 incl.
D-5	AC-22700	Goodyear	700	42-797 to 42-1496 incl.
D-6	AC-17852	Air Cruisers	4	41-60 to 41-63 incl.
D-6	AC-18073	Firestone	4	41-84 to 41-87 incl.
D-6	AC-19394	Firestone	25	41-91 to 41-115 incl.
D-6	Supplement AC-19394	Firestone	12	41-716 to 41-127 incl.
D-6	AC-21998	Firestone	500	42-297 to 42-796 incl.
D-7	AC-21763	Goodyear	700	42-1697 to 42-2396 incl.
D-9	P.O. 42-15400	General	9	42-2747 to 42-2754 incl.
High Alt.	AC-20058	Goodyear	1	41-713

May 11, 1942

Office Commanding General, Materiel Command, Air Corps to Chief of Engineers U.S. Army

Enclosed table furnished in compliance with request contained in letter of May 2, 1942

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APPENDIX "A".

Summary of Impacts.
Enemy Aircraft and Balloon Cables.
Month of May, 1943.

Time.	Date.	Barrage.	Type of Aircraft.	Cable.	Armt.	Height of Aircraft.	Height of Balloon.	Effect on Aircraft.
0230.	14/5.	Chelmsford.	Unknown.	KB5C.	DP/T.& D.T.L.s	Approx. 4400 ft.	[illegible] ft.	Unknown.

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Aircraft Infringements with Non-Operational Balloon Barrages - Cardington.

Month of May, 1943.

Date.	Time.	Type of Aircraft.	Height.	Direction of Flight.
4/5.	1600.	15 Fortresses.	6000 ft.	N.W. turned E.
5/5.	1720.	Avro Anson.	2000 ft.	N.E. to S.W.
11/5.	1657.	Avro Anson.	4000 ft.	N. turned S.
12/5.	1120.	Mosquito.	1500 ft.	N.E. to S.W.
13/5.	1615.	Wellington.	3000 ft.	E. to W.
14/5.	1140.	Fortress.	2000 ft.	N. to S.
14/5.	1433.	Lancaster.	2500 ft.	N.E. to S.W.
14/5.	2120.	Halifax.	3000 ft.	N.W. to S.E.
15/5.	0740.	8 Fortresses.	3000 ft.	S.W. to N.E.
16/5.	1130.	Mosquito.	1800 ft.	S.W. to N.N.E.
16/5.	1640.	Avro Anson.	3000 ft.	S. to N.
17/5.	0900.	6 Fortresses.	4000 ft.	N.W. to S.E.
17/5.	0920.	4 Fortresses.	300 ft.	N.W. to S.E.
17/5.	1045.	42 Fortresses.	7000 ft.	N.W. to S.E.
18/5.	0930.	Fortress.	2000 ft.	S.W. to N.E.
18/5.	1200.	37 Fortresses.	7000 ft.	N.W. to S.E.
18/5.	1115.	S/E. Biplane.	2000 ft.	S. to N.
18/5.	1610.	Liberator.	3500 ft.	N.E. to S.W.
19/5.	1020.	2 T/E. Aircraft.	5000 ft.	N.W. turned S.W.
19/5.	1220.	Wellington.	5000 ft.	N.E. to S.W.
19/5.	1435.	Air Speed Oxford.	5000 ft.	N.E. to S.W.
20/5.	1555.	Lancaster.	4500 ft.	S.W. to N.E.
21/5.	1115.	Halifax.	2000 ft.	S.W. to N.E.
21/5.	1650.	T/E. Bomber.	3000 ft.	E. to W.
22/5.	1150.	Fortress.	1500 ft.	N.E. to S.E.
22/5.	1535.	Whitley.	3000 ft.	S.W. to N.E.
22/5.	1650.	Wellington.	1000 ft.	N.W. to N.E.
23/5.	1215.	T/E. Aircraft.	2000 ft.	S.W. to N.E.
25/5.	1050.	Fortress.	2500 ft.	S.W. turned N.W.
25/5.	1125.	Lancaster.	4500 ft.	N.E. to S.W.
25/5.	1645.	Fortress.	500 ft.	S.W. turned N.
27/5.	1035.	Fortress.	3500 ft.	N.W. to S.E.
27/5.	1215.	Tiger Cub.	3000 ft.	S.E. to N.W.
27/5.	1630.	Fortress.	5000 ft.	N.W. to S.E.
28/5.	1230.	Fortress.	2000 ft.	E. turned N.
29/5.	1315.	Fortress.	5000 ft.	S.W. to N.E.
30/5.	1517.	Airspeed Oxford.	3000 ft.	S.W. turned N.W.
31/5.	1230.	8 Hurricanes.	6000 ft.	S.E. to N.W.

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Appendix B

December 20, 1940

Memorandum to the Chief of the Air Corps

Through: Chief, Materiel Division

Subject: Coordination of the Barrage Balloon Project

1. The complete war time barrage balloon project contemplates 122 squadrons which with suitable group headquarters will consist of approximately 2,000 officers with 48,000 men. Plans discussed yesterday with a representative of G-3 indicate the probability of employing on this project by the fall of 1941, about 300 officers and over 6,000 men. Expenditures during F. Y. 1942 of $50,000,000 for Air Corps material are envisaged. These figures are quoted to show the magnitude of the project.

2. It is obvious that organization, procurement of both personnel and materiel and training, as well as the progressive establishment of basic policies are the immediate problems involved. Each division of the Office of the Chief of Air Corps is to some extent concerned.

3. It is necessary, at least during the period of planning and organization, to effectively coordinate the actions of the various divisions of the Office of the Chief of the Air Corps. It is believed that this can be done most effectively by having one officer charged with the development of the barrage balloon project. This officer should, it is believed, be a special assistant to the Acting Chief of the Air Corps, so that he can work with all divisions of that office, as well as with outside agencies such as the War Department General Staff and the National Defense Advisory Commission. He should by the acquisition of suitable assistants, gradually build up an organization which, after the development period is over could be used at Brownwood, Texas as the nucleus for a Barrage Balloon Training Center.

4. If the undersigned is to continue in charge of the barrage balloon program, as verbally directed by General Arnold, it appears that his recent assignment to the Materiel Division does not facilitate the accomplishment of that purpose. The proposed transfer of the undersigned to Wright Field still further reduces his effectiveness in carrying out his original mission, as it removes all direct or informal contacts with the other Divisions and the War Department General Staff.

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5. This matter is brought to the attention of the Chief of the Air Corps, realizing that the pressure of the Air Corps expansion precludes routine consideration of relatively minor matters. It is believed the proposal contained in paragraph 3 is for the best interest of the service, regardless of which of many competent officers might be so assigned.

C. B. LOBER,
Lt. Col., Air Corps.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

September 24, 1940

MEMORANDUM for: Lt. Colonel C. B. Lober, A. C.

The following directive will be carried out by you in activating Barrage Balloon Squadrons:

1. The Mission

To provide a barrage balloon organization consisting of 150 barrage balloons with associated equipment and required personnel.

2. The Means Available at Present

a. Third balloon squadron - 2 officers, 130 men.

b. Four inactive duty Reserve officers, airship pilots; eleven inactive duty Reserve officers, balloon pilots; and eighteen inactive duty Reserve officers, balloon observers; in the grades of Major, Captain, and First Lieutenant.

c. $275,000 from which 12 balloons, winches, accessories, and engineering data have been obtained or ordered.

d. $865,00 from savings in munitions appropriations to be allocated to Air Corps research and development program for the above purpose.

e. Fort Dix, New Jersey, as initial training point.

f. Carry on research and development in order to develop improved types of balloons, winches and other special equipment. Prepare plans for this program.

3. Method of Development.

a. Redesignate the Third Balloon Company as the First Barrage Balloon Company, transfer it from Fort Lewis, Washington to Fort Dix, New Jersey, and increase the strength to ten officers and 264 men to operate 36 balloons with spares.

b. Negotiate contracts for additional balloons and associated equipment up to 150 or as many as funds will permit.

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c. As they become available, to assign the balloons and equipment to the First Barrage Balloon Squadron, until that squadron has 36 balloons.

d. Initiate action for the conversion of the 1st and 2nd Balloon Squadrons at Fort Sill and Fort Bragg into the 2nd and 3rd Barrage Balloon Squadrons.

e. Select cadres for the 4th and 5th Barrage Balloon Squadrons from experienced personnel of the three organized squadrons.

f. Determine at an early date which squadron will be sent to Panama. This squadron must consist of Regular Army volunteer personnel.

g. Utilize draftees to the maximum in the organization of all squadrons excepting the squadron scheduled for Panama.

h. Prepare plans and estimates for the 3400 balloon Program.

H. H. ARNOLD,
Major General, Air Corps,
Chief of the Air Corps.

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Balloon Barrages.

2nd Ind.

War Department, Office, Chief of the Air Corps, Washington, D. C., March 5, 1941 - To: The Adjutant General.

1. Attached hereto, two papers prepared in September, 1940, on the use of barrage balloons. In the light of later information, the following changes should be made.

a. Inclosure "A" line 6, paragraph 4 - Delete "not put up on" and substitute therefor "flown at full operating height on."

b. Inclosure "B" paragraph III a should read:

"a. When a number of important objectives are grouped in one geographical location but so scattered therein as to require precision bombing for their efficient destruction."

2. Tables of Organization have not as yet been published for either Barrage Balloon squadrons or Group Headquarters squadrons. The plan under consideration contemplates barrage balloon groups of from three to five squadrons, each group headquarters to consist of 12 officers and 286 men and each squadron to consist of 10 officers and 287 men. Each squadron is at present expected to operate 36 barrage balloons. However, field test of the first organization to be formed, the 3rd Barrage Balloon Squadron, will, it is hoped, determine the adequacy of both equipment and organization. It is contemplated moving the 3rd Barrage Balloon Squadron from Ft. Lewis, Washington, to Camp Bowie, Brownwood, Texas, on or shortly after April 1, 1941.

3. To date this office has no directive as to the number or date of activation of any barrage balloon units other than the 3rd Barrage

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Balloon Squadron. The entire recommendation for development of this program was forwarded to the War Department in letter of October 5, 1940, subject "Program for Barrage Balloon Development." Lacking any directive as a result of decisions made thereon, this office has been unable to carry out such recommended program.

2 Incls added
A-bar bals in pres war
B-role of bar bals in antiairer def

For the Chief of the Air Corps:

Ralph F. Stearley,
Major, Air Corps,
Assistant Executive
Training & Operations Division

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353(AA) February 18, 1941

Subject: Balloon Barrages.

To : The Adjutant General, Washington, D. C.

1. Except such information as is contained in various confidential files which sketchily describe balloon barrages in use in Europe and such abstract generalities as are contained in certain field manuals, there are no data in this headquarters upon which to base plans for the use of this important antiaircraft equipment. It is requested that full information be furnished as to use, capabilities and limitations of the balloons, the organization of balloon units to be formed, the number of units which may be available in the near future and any further data which may be available.

For the Commanding General:

H. B. Lewis,
Lt. Col. A.G.D.
Adjutant General

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SUBJECT: Balloon Barrages.

AG 452.3 (2-18-41)M 1st Ind. ACW/jmh

War Dept., A.G.O., February 28, 1941. To: The Chief of the Air Corps.

For remark.

By order of the Secretary of War:

Wm. W. Dick
Adjutant General.

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(2-B1)

March 3, 1941

MEMORANDUM TO: Lt. Colonel Karl Axtater, A. C.,
Coast Artillery School,
Fort Monroe, Virginia

SUBJECT: Barrage Balloons.

1. Attached hereto are two papers showing the employment of Barrage Balloons. The information contained therein has not been officially published as War Department policy but is the result of individual study on the subject.

For the Chief of the Air Corps:

R. C. CANDEE,
Colonel, Air Corps,
Chief, Intelligence Division

2 Incls -
Incl 1 - Memo to CAC re Barrage Balloons in present Eur. War.
Incl 2 - Memo to CAC re Role of Barrage Balloons in AA Defense

By:

E. R. Quesada,
Major, Air Corps.

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Balloon Barrages.

2nd Ind.

War Department, Office, Chief of the Air Corps, Washington, D. C., March 5, 1941 - To: The Adjutant General.

1. Attached hereto, two papers prepared in September, 1940, on the use of barrage balloons. In the light of later information, the following changes should be made.

a. Inclosure "A" line 6, paragraph 4 - Delete "not put up on" and substitute therefor "flown at full operating height on."

b. Inclosure "B" paragraph III a should read:

"a. When a number of important objectives are grouped in one geographical location but so scattered therein as to require precision bombing for their efficient destruction."

2. Tables of Organization have not as yet been published for either Barrage Balloon squadrons or Group Headquarters squadrons. The plan under consideration contemplates barrage balloon groups of from three to five squadrons, each group headquarters to consist of 12 officers and 288 men and each squadron to consist of 10 officers and 287 men. Each squadron is at present expected to operate 36 barrage balloons. However, field test of the first organization to be formed, the 3rd Barrage Balloon Squadron, will, it is hoped, determine the adequacy of both equipment and organization. It is contemplated moving the 3rd Barrage Balloon Squadron from Ft. Lewis, Washington, to Camp Bowie, Brownwood, Texas, on or shortly after April 1, 1941.

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A-bar bals in pres war
B-role of bar bals in
antiairer def

For the Chief of the Air Corps:

Ralph F. Stearley,
Major, Air Corps,
Assistant Executive
Training & Operations Division

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To : The Adjutant General, Washington, D. C.

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For the Commanding General:

H. B. Lewis,
Lt. Col. A.G.D.
Adjutant General

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SUBJECT: Balloon Barrages.

AG 452.3 (2-18-41)M 1st Ind. ACW/jmh

War Dept., A.G.O., February 28, 1941. To: The Chief of the Air Corps.

For remark.

By order of the Secretary of War:

Wm. W. Dick
Adjutant General.

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(2-B[1])

March 3, 1941

MEMORANDUM TO: Lt. Colonel Karl Axtater, A. C.,
Coast Artillery School,
Fort Monroe, Virginia

SUBJECT: Barrage Balloons.

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For the Chief of the Air Corps:

R. C. CANDEE,
Colonel, Air Corps,
Chief, Intelligence Division

2 Incls -
Incl 1 - Memo to CAC re Barrage Balloons in present Eur. War.
Incl 2 - Memo to CAC re Role of Barrage Balloons in AA Defense

By:

E. R. Quesada,
Major, Air Corps.

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(4-E) EWC/fp

CTI-105

Washington, D. C.
September 25, 1940.

Expedites Procurement of Barrage Balloon Equipment

Assistant Chief, Materiel Division,
Wright Field, Dayton, Ohio.

1. Objective - To furnish data reference program for expedited procurement of barrage balloons and related equipment.

2. Authority -

a. Letter, War Department, AGO to Chief of Air Corps, September 20, 1940, file AG 452.3 (9-7-40)M-C, subject "Barrage Balloon Troops"(copy attached).

b. Decisions arrived at in conference attended by:

Major General H. H. Arnold, Chief of Air Corps,
Brig. General, B. K. Yount, Assistant Chief of A. C.,
Brig. General, G. V. Strong, War Plans Division, General Staff,
Colonel Carl Spaatz, A. C., Office, Chief of A. C.,
Lt. Col. C. B. Lober, A. C., Army Industrial College,
Major H. A. Craig, A. C. Office, Chief of Air Corps,
Major B. W. Chidlaw, A. C., Office, Chief of Air Corps,
Lt. V. L. Anderson, A. C., Materiel Division, Wright Field.

3. Factual Data -

a. There was originally set up in the approved F. Y. 1941 Research and Development Program under Project 71, Lighter-than-air (Barrage Balloons and allied equipment), the sum of $275,000.

b. At the request of the War Department General Staff and by direction of the Chief of Air Corps, the amount of $815,000 has been added to Project 73, F. Y. 1941 Research and Development Program, to permit expedited procurement of barrage balloon equipment for service test and training purposes. Major Miller, Finance Division, Office, Chief of Air Corps, advises that definite authority for transfer of

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funds in this amount has been coordinated and should be available within the next few days.

c. Using cost data supplied by Lt. V. L. Anderson and Mr. J. F. Belgiane, it was estimated that sufficient unobligated funds remain from the amounts listed in a and b, above, for the procurement of approximately 40 plus low altitude barrage balloons and related equipment, together with four high altitude barrage balloons and all related equipment. In consideration of the urgency of this project, it was tentatively agreed that the initial order for this additional service test quantity would be split on an approximately equal basis between the two manufacturers now supplying this equipment.

d. Representatives of Goodyear, Air Cruizers, and Marzen-Harrington (winch equipment) were directed by Lt. Colonel Lober to submit to the Material Division, Wright Field, at the earliest practicable date, studies pertaining to costs, labor problems, deliveries, availability of raw materials, necessary plant expansion, etc., based upon production quantities of 3400 low altitude and 1000 high altitude barrage balloons, citing certain periods and quantities desired by the termination of each period.

e. Lt. Anderson and Mr. Belgiane, can supply further information reference d, above.

f. Lt. Colonel C. B. Lober, Air Corps, present address Army Industrial College, has been designated by the Chief of Air Corps to supervise and handle the entire Barrage Balloon project (exclusive of actual procurement), together with preparation of plans pertaining to organization of operating units, allocation of units, supervision of service test, etc. Direct correspondence with Lt. Colonel Lober is authorized.

4. Action Desired - Action necessary to expedite the above progress.

By order of the Chief, Materiel Division:

1 Incl.
Cy. ltr. 9-20-40,
From AGO.

A. J. LYON, Major, Air Corps,
Technical Executive,
Materiel Division, O.C.A.O.

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

September 24, 1940

MEMORANDUM for: Lt. Colonel C. B. Lober, A. C.

The following directive will be carried out by you in activating Barrage Balloon Squadrons:

1. The Mission

To provide a barrage balloon organization consisting of 150 barrage balloons with associated equipment and required personnel.

2. The Means Available at Present

a. Third balloon squadron - 2 officers, 130 men.

b. Four inactive duty Reserve officers, airship pilots; eleven inactive duty Reserve officers, balloon pilots; and eighteen inactive duty Reserve officers, balloon observers; in the grades of Major, Captain, and First Lieutenant.

c. $275,000 from which 12 balloons, winches, accessories, and engineering data have been obtained or ordered.

d. $865,00 from savings in munitions appropriations to be allocated to Air Corps research and development program for the above purpose.

e. Fort Dix, New Jersey, as initial training point.

f. Carry on research and development in order to develop improved types of balloons, winches and other special equipment. Prepare plans for this program.

3. Method of Development.

a. Redesignate the Third Balloon Company as the First Barrage Balloon Company, transfer it from Fort Lewis, Washington to Fort Dix, New Jersey, and increase the strength to ten officers and 264 men to operate 36 balloons with spares.

b. Negotiate contracts for additional balloons and associated equipment up to 150 or as many as funds will permit.

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c. As they become available, to assign the balloons and equipment to the First Barrage Balloon Squadron, until that squadron has 36 balloons.

d. Initiate action for the conversion of the 1st and 2nd Balloon Squadrons at Fort Sill and Fort Bragg into the 2nd and 3rd Barrage Balloon Squadrons.

e. Select cadres for the 4th and 5th Barrage Balloon Squadrons from experienced personnel of the three organized squadrons.

f. Determine at an early date which squadron will be sent to Panama. This squadron must consist of Regular Army volunteer personnel.

g. Utilize draftees to the maximum in the organization of all squadrons excepting the squadron scheduled for Panama.

h. Prepare plans and estimates for the 3400 balloon Program.

H. H. ARNOLD,
Major General, Air Corps,
Chief of the Air Corps.

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	1st A.D.	Trinidad	Newfoundland	Puerto Rico	Hawaii	Panama	2nd A.D.	3rd A.D.	4th A.D.	Reserve	Sta. #1	Sta. #2	Sta. #3
Now											1		
May 1, 1941											5 (1)	(1)	(1)
July 1, 1941	1 (5r)					1					5 (1)	5 (1)	5r (1)
Oct. 30,1941	7 (10r)	1	1	1	1	6					6	6	5r+1
Mar. 1, 1942	12	3	3	6	3	6		1	1		(1) 5	(1) 5	(1) 5
July 1, 1942	15 (10r)	3	6	6	6	6	1	1	1	5	(1) 5	(1) 5	(1) 5r
Oct. 30, 1942	16	3	9	6	6	6	3	3	3	10	(1) 5r	(1) 5r	(1) 5r

Numbers in brackets represent Regular Army squadrons used as school squadrons. The small "r" shows trainee squadrons.

Numbers underlined show when required Regular Army quotas are reached. This is based on using Regular Army personnel only on overseas possessions and one group of Regular Army Barrage Balloons in 2d, 3d and 4th Air Districts and two groups in 1st Air District. This requires:

45 Regular Army squadrons,
97 Reserve squadrons.

The Regular Army quota is reached by October 30, 1942 at which time 25 Reserve squadrons are in being, 10 on active duty and 15 in Reserve. These could be readily expanded in emergency so far as personnel is concerned.

INCLOSURE NO. 2

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M. R. Serial No. RXP-[illegible]-51/LA269
October 4, 1941

C O N F I D E N T I A L

CABLE ANGLES AND TENSIONS

FLIGHT FROM 6 KNOT "AMERICAN SEAMAN"

EXHIBIT E - 80988

EXHIBIT F - 80989

EXHIBIT G - 80990

EXHIBIT H - 80991

Note	Scale Reading	Cable Tension	Cable Angle	Cable L/D
Ex. E	35 lb.	40 lb.	31°	.60
Ex. F	20 lb.	61.5 lb.	23°	.425
Ex. G	25 lb.	81 lb.	45°	1.00
Ex. H	Single Kite		60°	1.73
	Main Cable		30°	.78

C O N F I D E N T I A L

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M. R. Serial No. EXP-M-51/1A269
October 4, 1941

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KITE WINCH

EXHIBIT I - 80992

EXHIBIT J - 80993

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W. P. Serial No. [illegible]
October 4, 1951

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[illegible] 14 FOOT BOAT

EXHIBIT C - 80986

EXHIBIT D - 80987

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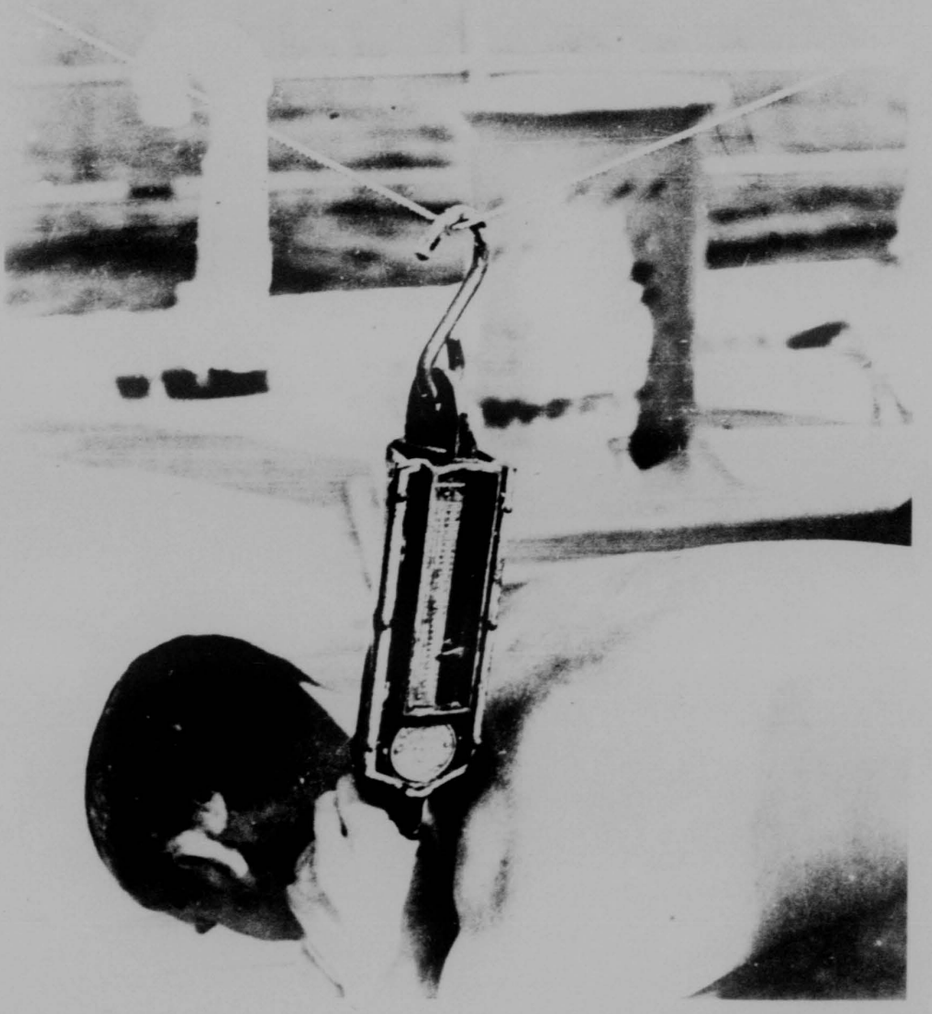

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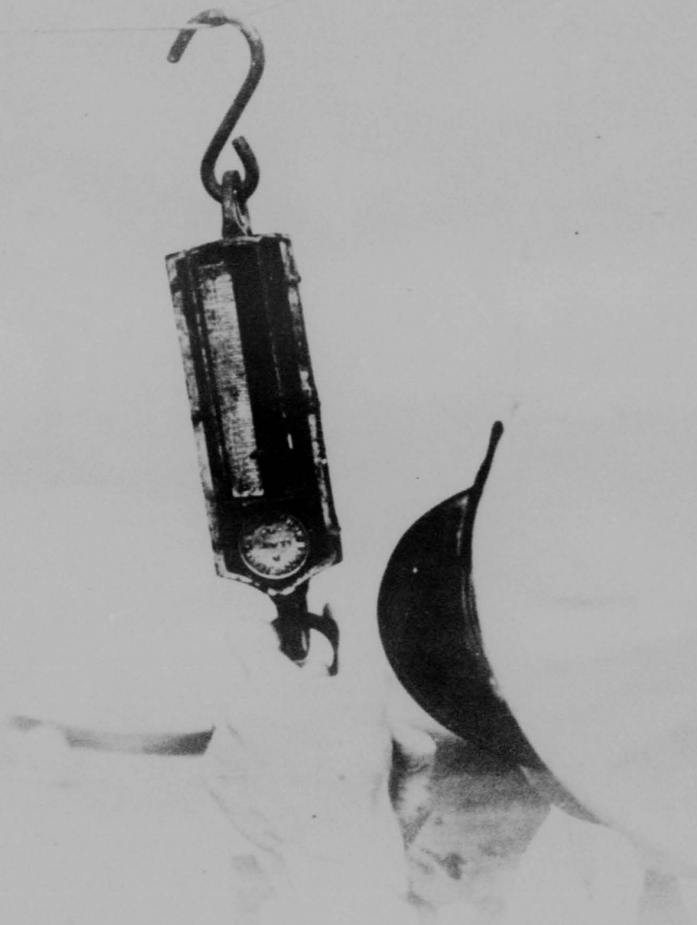

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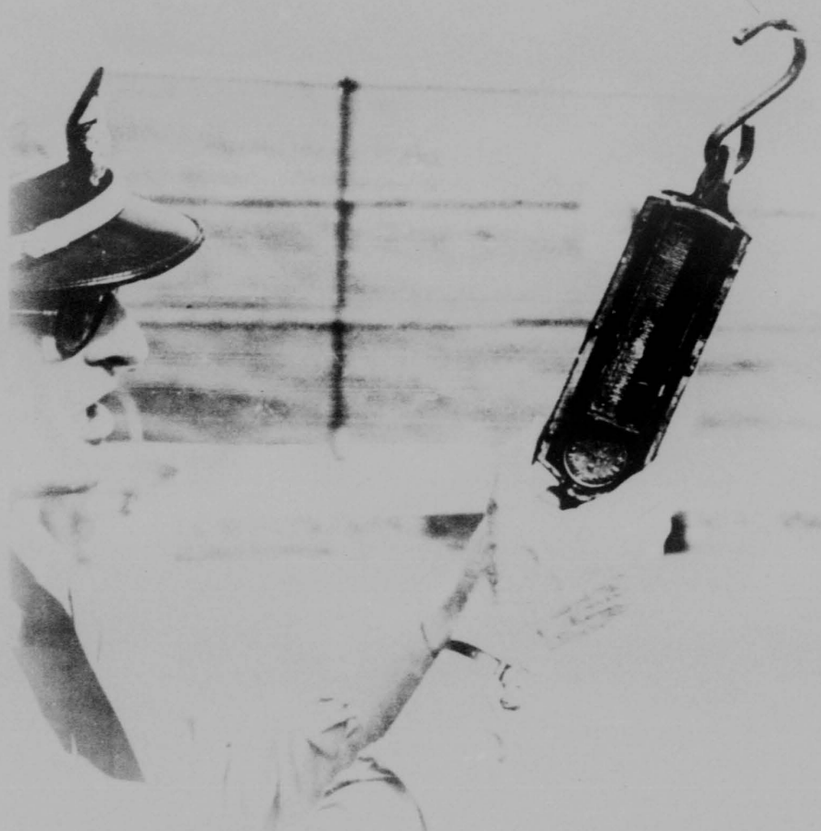

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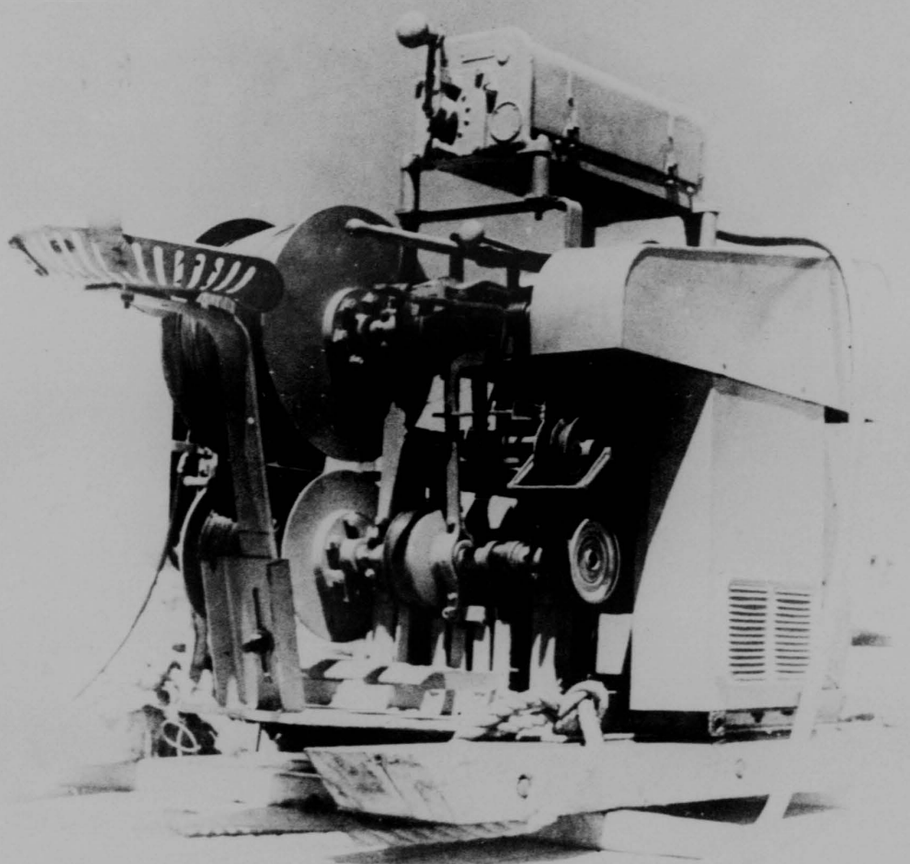

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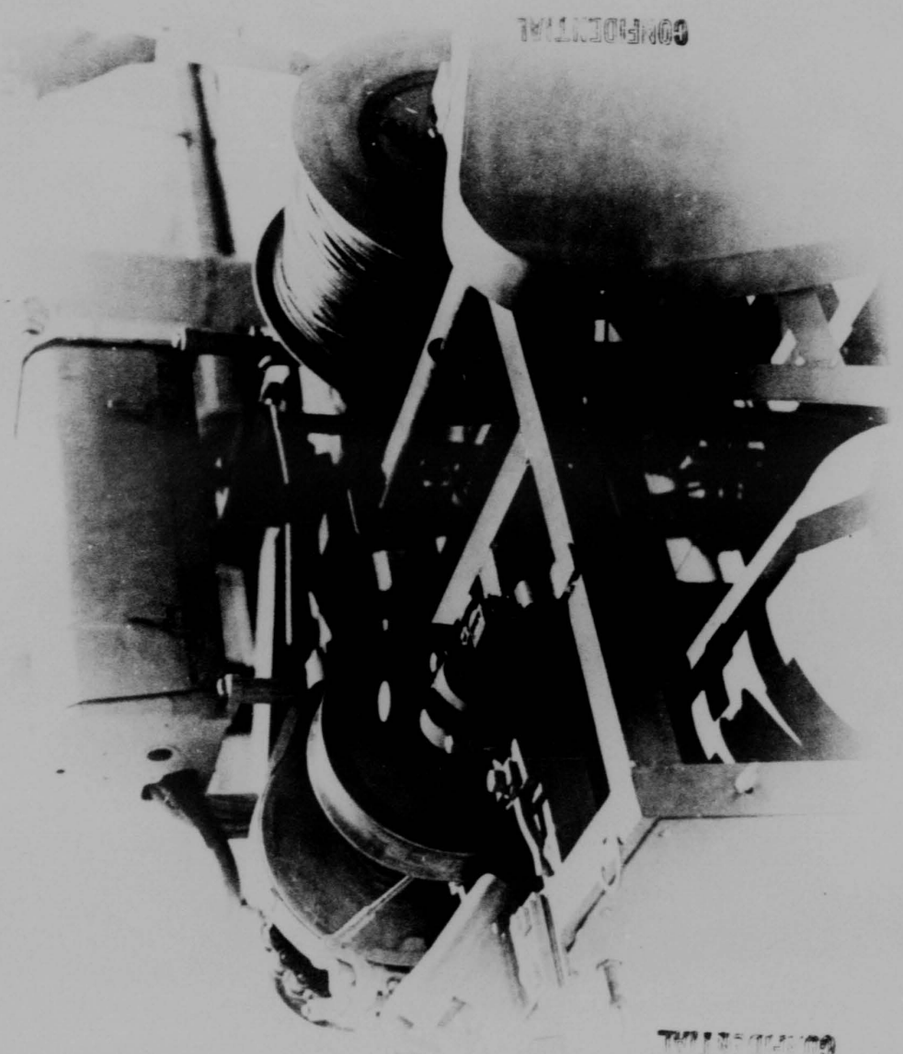

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AERIAL PHOTO OF

KITE [illegible] WIND 14 KNOT [illegible]

EXHIBIT K - 80994

EXHIBIT L - 80995

EXHIBIT M - 80996

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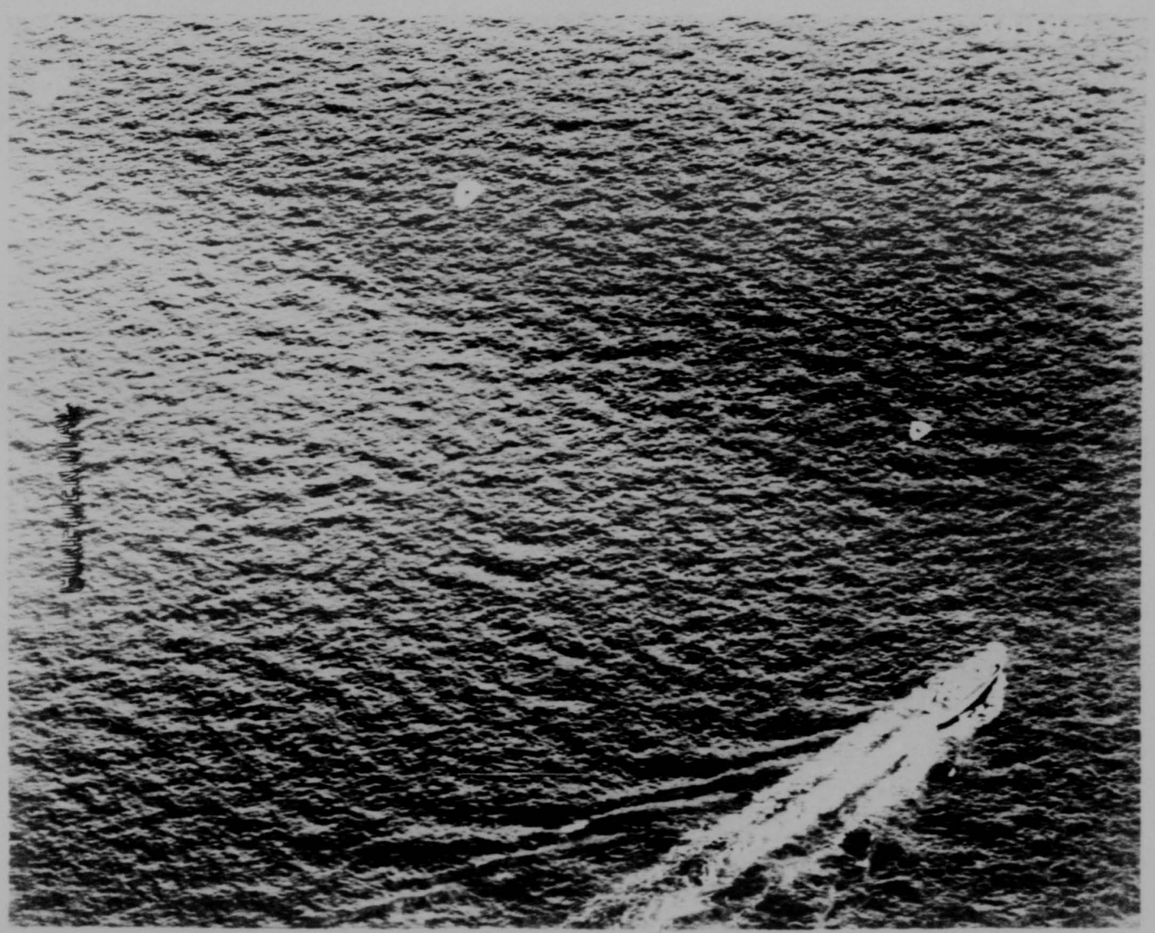

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A-3 Winch (Modified).

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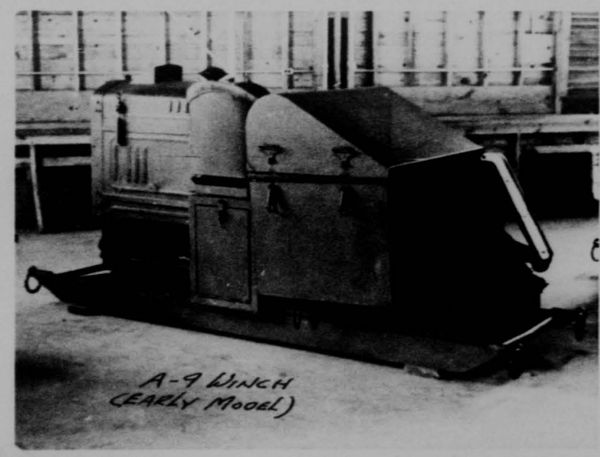

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A-3 Winch (Early Model).

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Pop type gas and air valve

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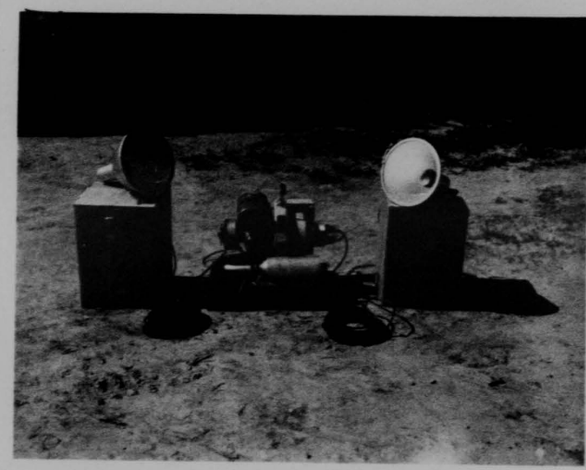

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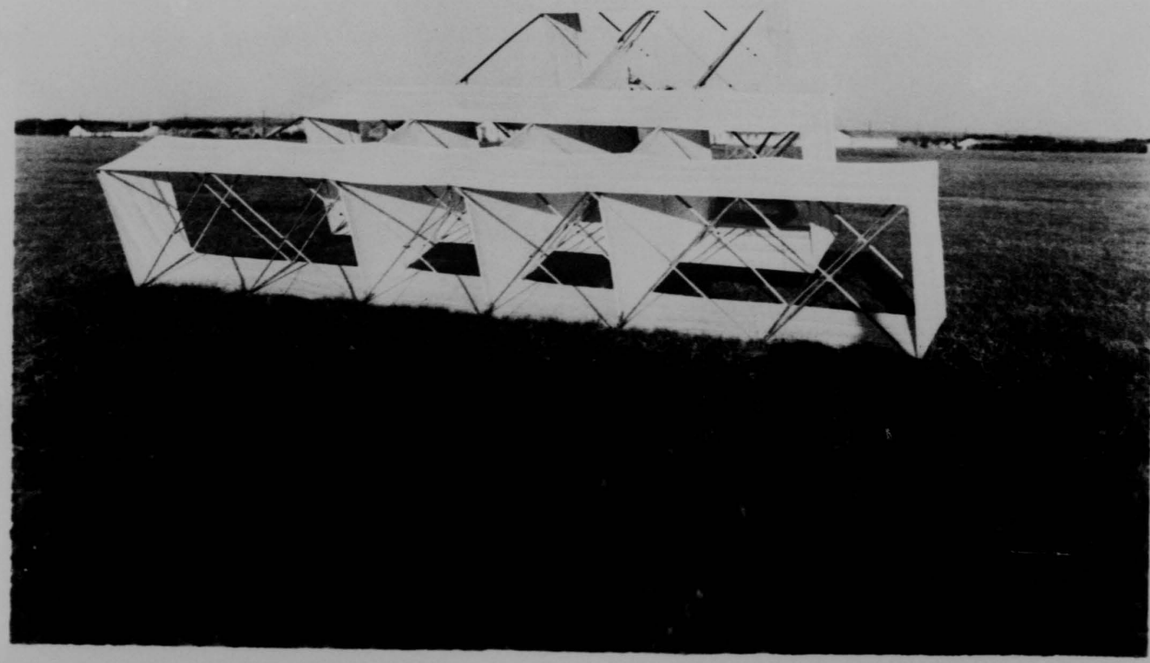

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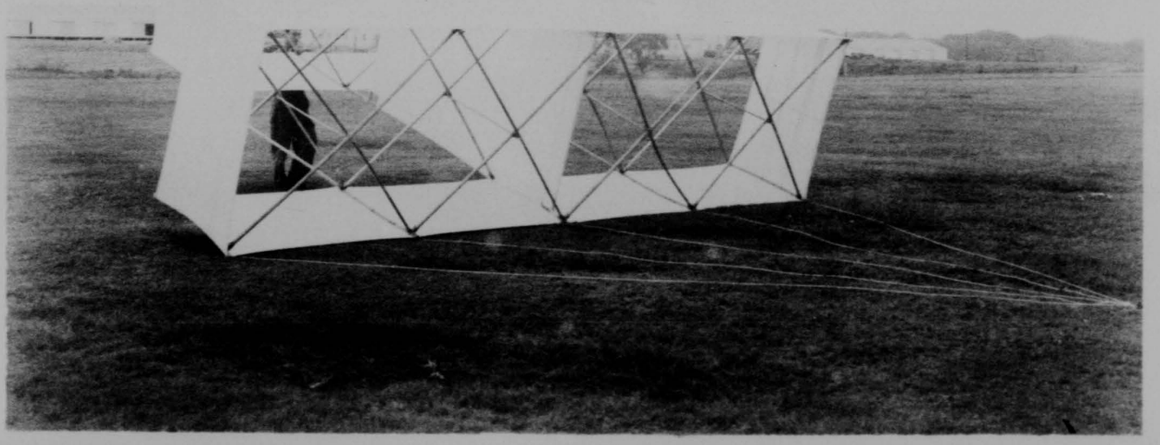

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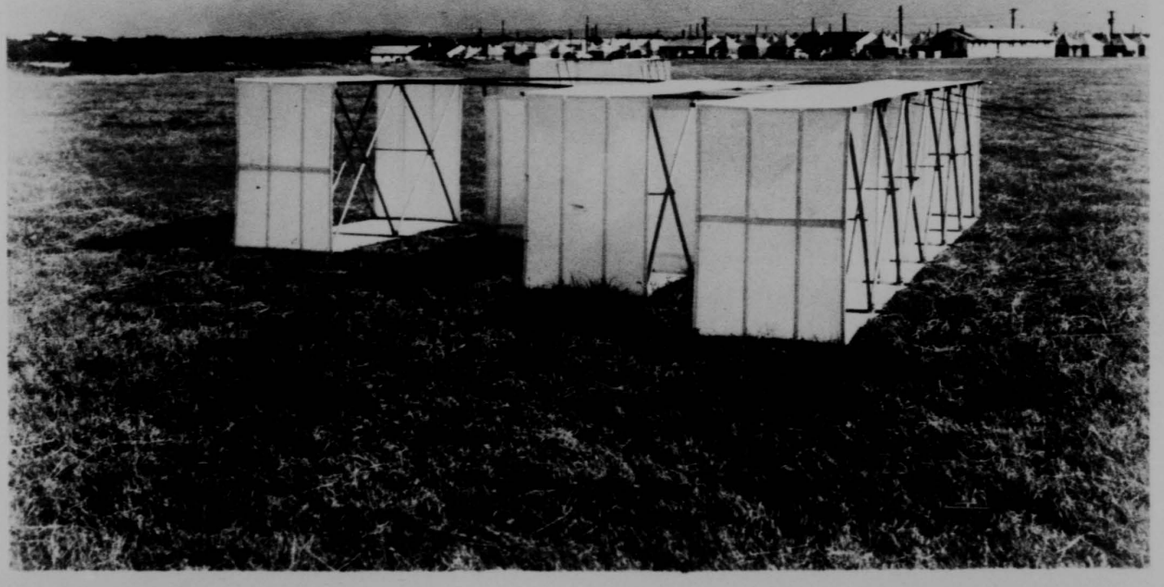

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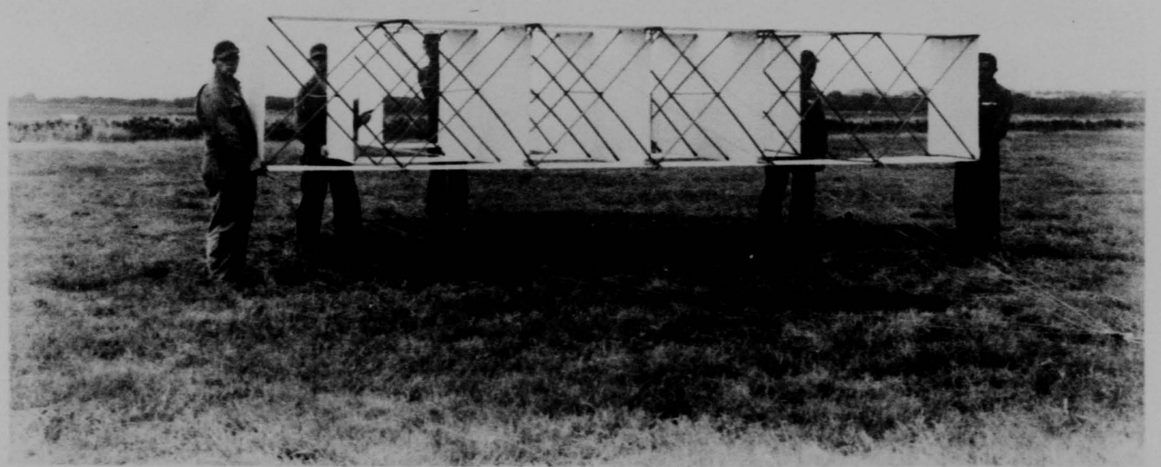

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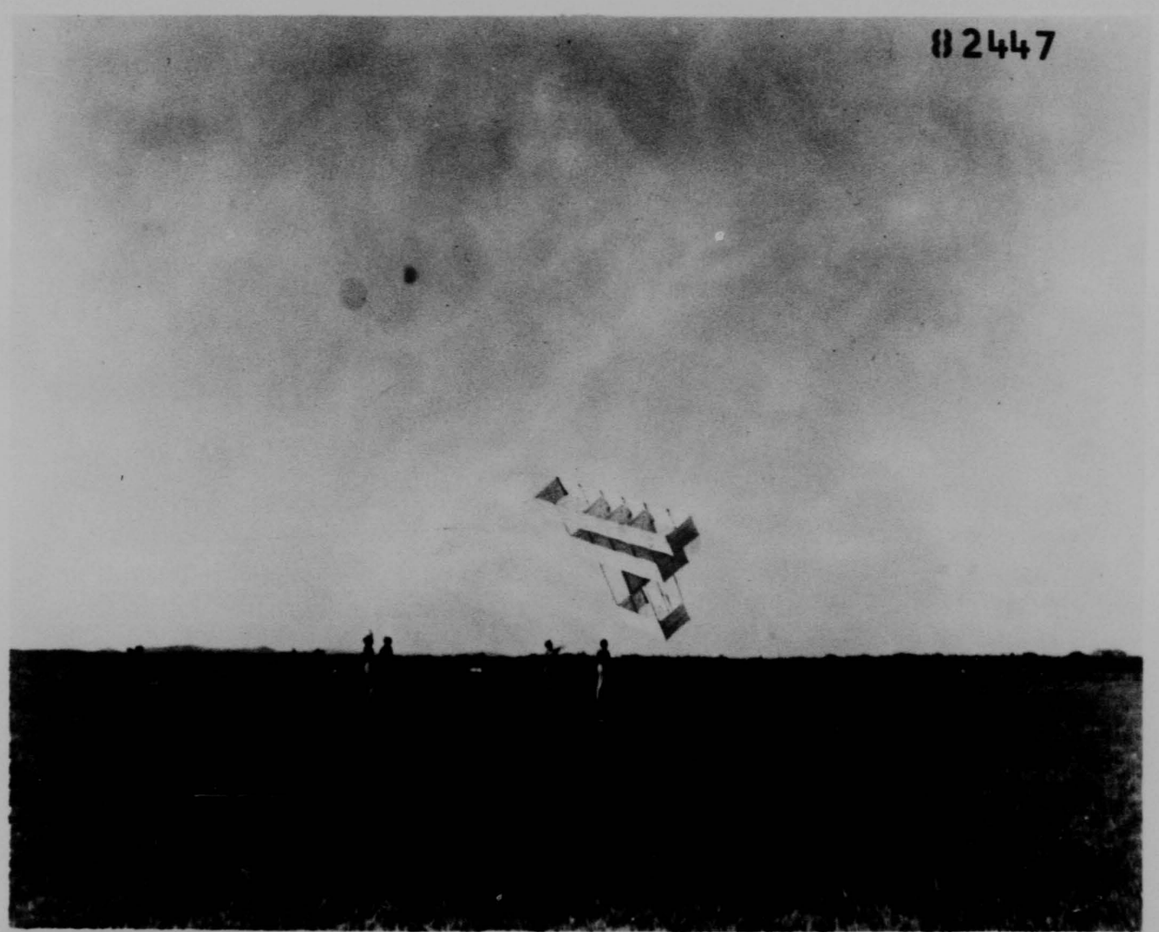

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MDAC-356-WP-6-37-41-603 Sheet 1 of 2

WAR DEPARTMENT
AIR CORPS, MATERIEL DIVISION

JCB:lbs

MEMORANDUM REPORT ON

Date October 4, 1941

SUBJECT: Tests of Manheim-Schwartz Kite System.

SECTION Experimental Engineering

Contract No.
Engineering Order No. 692-1-37
Purchase Order No.

SERIAL No. EXP-M-51/LA262

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A. Purpose.

1. To report on tests of barrage kite equipment conducted at St. Petersburg, Florida, August 23 to 26, 1941, under control of the United States Maritime Commission and to supplement report prepared by Lieut. Colonel Clarence B. Lober, Chief, Barrage Balloon Section, Office Chief Materiel Division, O.C.A.C.

B. Factual Data.

1. The equipment used for both preliminary and basic tests is described in Appendix 1.

2. Results of preliminary test, A, and basic tests, B and C, are contained in Appendices 2, 3, and 4 respectively.

3. A supplementary report, compiled by Lieut. Colonel C. B. Lober, is a part of this report and is included as Exhibit A.

4. The tests were conducted by Mr. Manheim and Mr. Schwartz with the aid of two assistants.

5. The instruments used consisted of a spring scale, camera, rule, and counter. The spring scale and camera were used to determine the angle and tension on the cable. (See Exhibits E, F, and G of Exhibit A to this report.) The scale was used to measure the angle of the cable by sine of an angle method. The counter recorded the number of revolutions of the surge drum, from which the length of cable paid out was determined. The counter broke during the basic tests B. An average of 200 feet of cable per kite was assumed for the duration of tests. All other data were determined by mutual agreement among the observers.

6. In all tests two kites were attached to the end of the cable. One had 300 feet of lead-off twine and the other 150 feet. The remaining kites were sent up singly, approximately every 200 feet of cable with lead-off twine 150 feet in length.

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7. The basic tests were run under adverse conditions. Considerable trouble was had with the winch and power engine. The maximum wind velocity during the tests was about 10 m.p.h. This velocity was attained for only a short time during basic test B.

8. Right handed, left handed, and symmetrical kites were used for the test. The right and left handed kites were built off center.

9. Wind velocities and directions varied considerably at different altitudes.

10. The speed of paying out, decreased as the number of feet of cable paid out increased.

C. Conclusions.

1. Tests showed that kites could be flown in tandem off a 1/8-inch cable.

2. As few as four men could be used to fly this type barrage.

3. The kites had good stability. The L/D ratio for a single kite was approximately 1.73, which gives a flying angle of 60 degrees for a cable, attached directly to the kite. When flown in tandem the cable angle varied from 23 to 43 degrees. It is believed that the cable angle would have been higher had larger kites been used.

4. The basic tests were incomplete and not conclusive, since the height attained was 40 percent of that which had been guaranteed. The reason for not flying higher was claimed to be the lack of relative velocity and winch trouble.

5. These kites could not be flown in relative velocities of less than 15 m.p.h. The maximum velocity in which the kites will fly is believed to be approximately 35 m.p.h.

6. For flying kites, a relative velocity must prevail at all altitudes up to the maximum altitude of flight.

7. The use of ground-controlled lethal devices for kite barrages is possible but impractical for barrage kites considering the amount of extra weight in copper wire that must be carried.

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D. Recommendations.

1. It is recommended that:

a. Further investigation be made into the kite barrage, using larger kites with greater L/D ratios.

b. The use of ground control for lethal devices for barrage kites be discontinued until a more satisfactory ground-controlled device is found, with sufficient merit to warrant such an installation.

2. For further recommendations and comments see Exhibit A.

CONFIDENTIAL

Prepared by A. H. Rosner

Approved by PAUL H. [illegible], Lt.Colonel, A.C.
[illegible] Aircraft Lab.

Concurrence:

Approved by F. O. CARROLL, Lt.Colonel, A.C.
Chief, Exper. Engr. Section

Distribution: Chief, Mat.Div.,Att: Exec.
Chief, Mat. Div.,Att:
Chief, Barrage Balloon Sec.
U. S. Maritime Commission
C. O. Air Corps Troops, Camp Davis,
Att: Director, Bar. Balloon Training Center

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W. P. Serial No. XX-W-81/[illegible]
October [illegible], 1941

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APPENDIX 1

Description of Equipment Used for Tests

1. Equipment Used in All Tests

a. Kites - The kites were made of 80 threads on both warp and fill cotton [illegible] cloth treated with water repellent. The edges of the kites were taped and the bodies were tacked to straight grain spruce sticks treated with a resin sealer. (See Exhibit B of Exhibit A to this report.)

b. Kite Lead-Off Twine- The kite lead-off twine was No. 24 linen twine, 0.[illegible] pounds per 100 feet, having a breaking strength of 113 pounds and a total length of 6,000 feet. The twine was cut into proper lengths.

c. Twine Reel - The lead-off twine reel was of the hand type, wood construction with a storage capacity of 6,000 feet of twine.

2. Additional Equipment Used in Preliminary Tests

a. Two Coast Guard [illegible] ats having a maximum speed of 10 knots.

(1) One boat was for observers.
(2) The kites were flown from the other boat.

b. Winch. A hand winch of low gasoline power was used.

c. Cable. Approximately 3,[illegible] feet of flying line, which was graduated from approximately 3/16-inch seine twine to 1/4 and 3/8-inch manila hemp.

3. Additional Equipment Used in Basic Tests

a. These tests were conducted from the Coast Guard training ship, "American Seaman". It is [illegible] and has a maximum speed of [illegible] knots.

b. Winch. A winch, designed by Laurello and Schwartz, having a [illegible] single [illegible] drum and two storage drums was used. Each storage drum had a capacity of [illegible],000 feet. One drum was [illegible] 1/4-inch steel cable and the other was [illegible] approximately 1/2 [illegible] insulated copper wire. [illegible] characteristics [illegible] Exhibit A to this report. (Para. reph 10).

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c. Motor. The motor used was a 10-horsepower gasoline engine running from 95 to 200 R.P.M.

d. Cable. The cable used was 1/8-inch steel construction galvanized airplane strand 7 by 19. Its weight was 27 pounds per 1000 feet, with a breaking strength of 2,000 pounds.

e. Dead Weights. Steel collars, 4-1/2 pounds each, were used as dead weights.

f. Bombs. Squibs weighing 3 ounces were used for bombs.

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W. B. Serial No. PXB-W-51/1A269
October 4, 1941

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APPENDIX 2

Preliminary Test Data
Saturday, August 23, 1941

No. Kites Flown	Time Req'd Paying Out	Time Req'd Hauling In	Length Cable	Length Twine Per Kite	Relative Velocity	Cable Angle from Horiz.	Altitude of Cable	Time of Test
	Min.	Min.	Ft.	Ft.	m.p.h.		Ft.	
10	30	15	2600	1st Kite 300 Others 150	17	40°	1,835	10:10 a.m. to 12:30 p.m.

General Data:

Test started at 10:10 a.m. Cruiser headed into a 7 m.p.h. wind at a speed of 17 m.p.h.

With five kites up, a squall was seen approaching and kites were hauled down until squall passed.

Squall passed over shortly and test was resumed at 11:45 a.m., going to completion of flying 10 kites in tandem. Kites were flown while traveling across a 7 m.p.h. wind at a speed of 17 m.p.h.

Test ended at 12:30 p.m.

All kites used had overall dimensions of 5 feet 9 inches by 5 feet 9 inches.

Altitude was computed using length of cable and angle at winch. The actual altitude was probably greater than that computed since the cable had a catenary effect.

Observers:

Lieut. Col. C. B. Lober	Army Air Corps, Washington, D.C.
Lieutenant R. W. Sharp	U.S.N., Miami Station, Florida
Mr. E. D. Martinsky	Representative, Maritime Commission Tech. Section
Mr. W. W. Mosner	Representative, Mat. Div., Wright Field, Dayton, Ohio.

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Appendix 3

Basic Test Data A
Monday, August 25, 1941

No. Kites Flown	Time Req'd Having Cut	Time Req'd Hauling In	Length Cable	Length Twine Per Kite	Relative Velocity	Cable Angle from Horiz.	Altitude of Cable	Tension on Cable	Time of Test
	Min.	Min.	Ft.	Ft.	M.P.H.		Ft.	Lb.	
6	15	--	900	1st Kite 300	15	31°	465	40	3:35 p.m. to
8	20	17	1364	Others 150	15	23°	534	61.5	4:42 p.m.

General Data.

Sailed on S. S. American Seaman at 10:30 a.m.

Test started at 3:35 p.m.

When six kites were up, it was discovered that the winch was not working properly. Repairs were made on the winch, also on the engine, which had been giving trouble. Operations were resumed in 20 minutes.

When eight kites were up it was discovered that there was no relative velocity at the altitude of the top kite. This caused the angle of the cable to drop when the cable was paid out.

Waited five minutes to see whether wind would increase, but it remained the same.

Kites were hauled down at 4:42 p.m. It was decided to wait until the following day to continue tests under perhaps more favorable conditions.

During this test trouble was had in getting initial lift for kites.

Ship steered directly into wind.

All kites used had overall dimensions of 5 feet 7 inches by 6 feet 7 inches.

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October [redacted], 1951

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Observers: [redacted] arrived [redacted] as follows:

Major [redacted] Coast Artillery, [redacted], arrived Malloon [redacted], North Carolina

[redacted]

[redacted] Petersburg, Florida.

[redacted] Air Base, St. Petersburg, Florida.

[redacted] Inspection Team, Miami, Florida.

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APPENDIA 4

Basic Test Data B
Tuesday, August 26, 1941

No. Kites Flown	Time Req'd Paying Out	Time Req'd Hauling In	Length Cable	Length Twine Per Kite	Relative Velocity	Cable Angle from Horiz.	Altitude of Cable	Tension on Cable	Time of Test
	Min.	Min.	Ft.	Ft.	m.p.h.		Ft.	Lb.	
8	25	--	1500	1st Kite 300	19-1/2	31°	775	--	8:05 a.m. to
16	105	50	3200	Others 150	19-1/2	45°	2260	81	1:35 p.m.
20	145	--	4000		19-1/2	32-1/2°	2150	--	

General Data:

Began test at 8:05 a.m. Headed into 9-1/2 m.p.h. wind at a speed of 10 m.p.h.

Weights of 4-1/2 pounds each were clamped to cable at kites 8, 7, and 9, but before kite 9 was sent up to any appreciable height, kites 9, 8, 7, 6 and 5 were hauled down and weights were removed. The reason was lack of lifting power. Time 8:35. After weights were removed kites were sent up again.

Approximately 160 feet beyond the sixteenth kite, copper wire was clamped to the cable with insulation clamps. Squids were connected across copper wire and steel cable, at the base of kites 17, 18, 19, and 20. Due to the poor method of contact between the squids and the cable, only one squid fired. The purpose of squid installation was to show that electrically-controlled devices could be operated from the ground.

When 18 kites were up, enough tension was attained to pay out the cable without the use of power from the winch.

By 11:13 a.m., 20 kites were up. They remained up until 11:25 a.m., at which time kites were hauled in until sixteen remained. At 12:[illegible] winching was resumed. When 6 kites remained motor trouble was experienced and the last 6 kites were hauled in by hand. Last kite was down at 1:35 p.m.

All kites except 14, 15, 16, and 17 were 5 feet 3 inches by 6 feet 9 inches.

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October 4, 1951

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Kites 14, 15, 16, and 17 had overall dimensions of 7 feet 6 inches by 6 feet 6 inches.

For 20 kites were up the tension on the cable became so great it was feared t at [illegible] more kites were added the winch would not be capable of hauling them in.

Little trouble was had in getting initial lift during this days test.

Observers:

Same as for Basic Test A.

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October 4, 1941

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EXHIBIT A

Report on Manheim-Schwartz Barrage Kite Demonstration
by the Chief, Barrage Balloon Section, Office Chief,
Materiel Division, O.C.A.C. (Including Exhibits A to K of that report)

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C O N F I D E N T I A L

September 23, 1941.

AT

2. The type of kite used in these tests, as shown in Exhibits A and F, consisted of a water repellent fabric fastened to straight grain spruce sticks treated with a resin sealer. In the first tests conducted August 2nd, a [illegible] boat from a small boat shed having a maximum speed of 14 knots.

[illegible]

[illegible]

4. The tests of the last 25th were conducted from the board vessel training ship, Pinmaricao, [illegible], using a maximum of 20 kites supported approximately 4,000 feet of 1/8" [illegible] cable. This test was at a ship's speed of nine knots and a [illegible] relative wind speed of approximately 12 knots.

5. Exhibit A shows a cable tension of [illegible] lbs., a cable angle of 31° to the horizon, and [illegible].

6. Exhibit [illegible] a cable tension of [illegible] lbs., a cable angle of 27° and an [illegible].

7. [illegible] lbs. and an [illegible] of 1.5.

8. [illegible]

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7 x 19 construction, weighing 27 lbs. per thousand feet, and had a breaking strength of 2,000 lbs. It will be noted from the angles shown in Exhibit H that the individual kite has an L/D of 1.73, and the main flying cable an L/D of .78.

10. Exhibits I and J show the winch used in these tests. This winch was designed to pull in a load of 900 pounds at the rate of 250 feet per minute when equipped with a 10 H.P. motor. The approximate weight is given as 1,000 pounds.

11. Exhibits J, K and L. Photographs taken from Army airplane of the tests run from the small Coast Guard boat August 23rd.

12. The pull on a single kite was measured as varying from five to ten pounds. The L/D for a single kite as shown in Exhibit H is 1.73. This indicates that even with the extremely light cord used on the individual kite that an angle of 60° is the highest that can be attained. Obviously, when individual kites are used to support the heavier main flying cable lesser angles only can be expected. In these tests it is noted that the maximum main cable angle, Exhibit F, was 45°, where the minimum main cable angle, Exhibit F, was 23°.

13. It is believed that to render any efficient protection against dive bombing it is necessary to attain cable angles close to 70° from the horizon. This can only be attained if much higher L/D ratios for individual kites are attained. It is therefore believed that any future development should be along the lines of cambered airfoil kites, in order to permit use of the much more efficient airfoil sections thereby available. With this change in the kite itself and a proper distribution of kites with respect to the weight of the main flying cable, it is believed possible to attain main cable angles approaching 70° from the horizon. It is not believed that this objective can be reached by use of the type of kite shown in the demonstration described herein.

14. It is noted, however, that the use of multiple kites distributed along the length of the main flying cable disclose the position of that cable to nearby aircraft, thus defeating the purpose of a warfare. This can easily be seen in Exhibit K.

15. In view of the above, it is the opinion of the undersigned that work should proceed toward the development of a cambered airfoil type of kite which, in individual units, would be capable of lifting a suitable barrage cable to 3,000 feet. Such a cable, supported only at its extreme upper end,

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[illegible], 1941

CONFIDENTIAL

would be relatively invisible to enemy aircraft. It could fly at an angle approaching 70° from the horizontal, and could be guided through supports at the masthead so that two such units, one flown from each masthead, would constitute good protection for the vessel from which they were flown.

CLARENCE B. LOEBR,
Lt. Col., Air Corps,
Chief, Barrage Balloon Section.

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M. E. Serial No. EXP-M-51/1A269
October 4, 1941

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THE MANHEIM-SCHWARTZ KITE

EXHIBIT A - 80984

EXHIBIT B - 80985

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WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON

December 20, 1940

Memorandum to the Chief of the Air Corps

Through: Chief, Materiel Division

Subject: Coordination of the Barrage Balloon Project

1. The complete war time barrage balloon project contemplates 122 squadrons which with suitable group headquarters will consist of approximately 2,000 officers and 48,000 men. Plans discussed yesterday with a representative of G-3 indicate the probability of employing on this project by the fall of 1941, about 300 officers and over 6,000 men. Expenditures during F. Y. 1942 of $50,000,000 for Air Corps material are envisaged. These figures are quoted to show the magnitude of the project.

2. It is obvious that organization, procurement of both personnel and materiel and training, as well as the progressive establishment of basic policies are the immediate problems involved. Each division of the Office of the Chief of Air Corps is to some extent concerned.

3. It is necessary, at least during the period of planning and organization, to effectively coordinate the actions of the various divisions of the Office of the Chief of the Air Corps. It is believed that this can be done most effectively by having one officer charged with the development of the barrage balloon project. This officer should, it is believed, be a special assistant to the Acting Chief of the Air Corps, so that he can work with <u>all</u> divisions of that office, as well as with outside agencies such as the War Department General Staff and the National Defense Advisory Commission. He should by the acquisition of suitable assistants, gradually build up an organization which, after the development period is over could be used at Brownwood, Texas as the nucleus for a Barrage Balloon Training Center.

4. If the undersigned is to continue in charge of the barrage balloon program, as verbally directed by General Arnold, it appears that his recent assignment to the Materiel Division does not facilitate the accomplishment of that purpose. The proposed transfer of the undersigned to Wright Field still further reduces his effectiveness in carrying out his original mission, as it removes all direct or informal contacts with the other Divisions and the War Department General Staff.

5. This matter is brought to the attention of the Chief of the Air Corps, realizing that the pressure of the Air Corps expansion precludes

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routine consideration of relatively minor matters. It is believed the proposal contained in paragraph 3 is for the best interest of the service, regardless of which of many competent officers might be so assigned.

(Sgd.) Clarence B. Lober
C. B. LOBER,
Lt. Col., Air Corps.

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REPORT

ON

TYPE A-1 BARRAGE BALLOON.

The Type A-1 Barrage Balloon is similar in shape and general design to the standard A-P Observation Balloon. It differs from the A-P Balloon in that there is no ballonet, that the lobes contain gas and are about 30% larger than those on the A-P Balloon. In addition the lobes have a delatable feature which causes them to contract when the gas pressure is reduced.

The function of the lobes on the Type A-1 balloon in addition to their being necessary as stabilizers, is to act as an overflow reservoir for the gas from the balloon during ascension. Their capacity is such that at 15000 feet altitude they will be completely inflated. Thus the lift of the balloon remains constant between the ground and 15000 feet elevation. Upon descent the gas is forced from the lobes back into the bag or the pressure of the latter decreases due to the increased atmospheric pressure.

The design of the A-1 Barrage Balloon was started in Oct. 1923. A capacity of 20,000 cu. ft. was decided upon and the standard drawings of the 50,000 ft. A-P Balloon were reduced to give this volume. Cutting the patterns for the balloon was started Oct. 15, 1923, and completed Oct. 20th. Cutting fabric for the balloon began Oct. 22nd, and on November 12th the bag was completed. Construction of the lobes was started immediately and they were completed (except the delatable gores) early in December. Experiments to determine the best method of contracting the lobes were carried on until December 5th, when the method now used was adopted. The delatable gores were put in and the balloon made a trial flight Jan. 20th. On this flight the balloon attained an altitude of 6000 feet using 1/4 inch cable. The cable tension at the maximum altitude was 250 pounds with the balloon flying in still air.

The balloon at this time was equipped with a valve between the left lobe and bag which was operated by a system of internal rigging so arranged that it opened at the pressure on the bag increased permitting gas to flow into the lobes until the pressure on the lobes and bag were equal, when it closed. The valve was also caused to open when the pressure on the bag decreased, thus permitting the lobes to force gas back into the bag. All three lobes were connected together by means of 10 inches fabric tubes.

During the first test everything functioned satisfactorily. The balloon rode on an even keel and was very stable, even while being hauled in at high speeds.

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After this test it was decided to construct a new set of lobes of greater volume, their size being the same as those used on the 50,000 cu. ft. A-P Balloon, about 4000 cu.ft. each. This change was made in order to permit the balloon to reach a greater altitude.

Work of constructing the new lobes was delayed until April 22nd on account of a shortage in fabric. In the meantime a 1/30 scale water model with the larger lobes was constructed and tested. The object of this test was to determine the C.B. of the balloon in order to properly locate the patches.

During the first test no counter balance was used and the C.B. with the lobes inflated was found to be between the 17th and 18th panel. It was evident from the results of this test that with the increased volume lobes the balloon cound not be rigged in trim without causing the concentration point of the rigging to be too far aft, which would cause poor directional stability. To overcome this difficulty an additional panel was inserted at the maximum diameter and the lobes moved forward 1.6 inches. The model was then filled with water and the second test made. The C.B. at this time was found to be 1' 1/2" from the nose (measured around the bag) which is approximately under the equator.

On April 22, 1924, the construction of the new lobes was started and they were completed May 23rd. May 26th the balloon was laid out and inflated. The time between May 26th and June 5th was spend in adjusting the suspensions and internal rigging. Some difficulty was being had in properly adjusting the valve rigging.

On the night of June 5th the balloon was blown from its bed during a storm and the portion of the bag forward of the equator damaged beyond repair. Work of construction on the forward half of the bag started June 6th and the balloon was again inflated on July 16th. It was inflated two days during which time experiments with the valve were conducted. It was found necessary to install a valve which would permit gas to enter both upper lobes instead of one, in order to obtain a more even inflation of the lobes.

The balloon was deflated July 18th and the valve and necessary sleeves attached.

On July 26th the balloon was inflated and flown using 1/4 inch cable. An altitude of about 7000 feet was attained. During this test it was noted that the balloon rode with a decided tail up position. After this test several attempts to rerig the balloon were made but it could not be accomplished without protection from the wind. The balloon was then deflated and put aside until the completion of the wind screens.

October 13th, 1924, the balloon was laid out in the screen and inflated. The valves between the lobes and the bag were left out permitting free passage of the gas between the two.

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Prior to inflation the bag was weighed and its weight found to be 990 pounds. This weight includes all rigging and handling guys. The lift of the balloon with lobes deflated was 530 pounds.

The rigging was adjusted with the lobes inflated and it was found and it was necessary to hang 90 pounds on the tail to trim the balloon.

On October 14th the balloon was put up on the 3/6" cable to an altitude of 13000 feet. At this elevation there was considerable sag in the cable altho the tension meter showed a tension of 150 pounds. The balloon was hauled down immediately after reaching its maximum height; as it reached the ground it was observed that the right lobe had failed to contract altho the other two functioned perfectly. Upon examination it was found that all of the cross section shock absorbers and stop cords had broken.

The balloon was deflated and the necessary repairs made on the right lobe. Three 14" holes were also cut in bag under each upper lobe permitting free passage of gas between them and the bag. Upon completion of this work the balloon was again inflated and rerigged. The forward suspension lines were lengthened until the balloon trimmed without ballast on the tail. This changed the point of concentration of the rigging from a point two feet forward of the leading edge of the lower lobe to a point about two feet in rear of it.

On October 18th another trial flight was made at which time approximately 13000 feet of cable was out with the balloon at about 10,000 feet altitude. It was estimated that a wind of 20 miles per hour was blowing at the height of the balloon. This test was not satisfactory since the balloon failed to nose into the wind, instead it assumed a position about 45° to the direction of the wind. Its inability to take direction resulted in a high cable tension, about 900 lbs. at the maximum height. It further prevented kiting with the resultant loss in altitude. Upon being hauled down, the concentration point of the rigging was moved 6 feet ahead of leading edge of the lower lobe and 6 sand bags attached to the tail to trim. The balloon assumed a slightly nose down position but a trial flight was made on October 20th, using 1/4 inch cable. A wind of approximately 17 miles per hour was blowing at 3000 feet, the height to which the balloon was permitted to ascend. On this occasion the balloon was perfectly stable and held its nose into the wind very satisfactorily. However, it failed to kite properly causing considerable drift and sag in the cable. Its riding angle was checked by an observer from an aeroplane and it was found to be riding about 4° to 5° nose down. This nose down condition undoubtedly accounts for its inability to kite properly. Upon being hauled down, four additional bags were attached to the tail and another flight made it this time the balloon appeared to ride about 2° tail down. Its kiting ability was improved and the cable sag considerably lessened.

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From the results of these tests it was calculated that in order to obtain a proper trim, it would be necessary to invert the two upper lobes and move them slightly ahead, thus shifting the center of lift toward the nose.

Removing and replacing the lobes before Oct. 22nd was completed October 28th.

It also was decided to put a small ballonet in the tail which would be inflated with air to about 1/3rd its volume before the balloon leaves the ground. There being no outlet for the air (except an overflow valve which operates where an excessive pressure is obtained), it will expand as the balloon rises, pushing the diaphragm forward. By the time the balloon reaches its maximum altitude the ballonet will be full, reducing the lift of the tail. The diaphragm was placed 17 feet forward of the tail and has a capacity of 1400 cu. ft. Its weight is 15 pounds.

Several tests were conducted during the month of December, 1924, and the effect of the above noted changes observed. While the changing of the lobes and the addition of the diaphragm lessened the tendency to ride nose down, it did not remedy it sufficiently to give proper stability. Another fault which was noted during these trials was a tendency to roll sideways, causing the gas in the lower side lobe to flow into the bag and then into the other lobe which, when the balloon is in this position, is above its normal height.

The following changes were then decided upon and work of converting the present balloon was started: -

a. A balloon similar in shape to the present one, having a volume of 15000 cu. ft. and constructed of single ply gas tight fabric.

b. Elimination of the two upper lobes. Sails to be used to give kiting effect.

c. Extending lower lobe full length of bag.

d. Installation of ballonet over C. of B.

The upper lobes were removed and sails made of BB cloth attached. These sails are 9 feet wide by 30 feet long and are located 10 feet forward of the tail. The rudder was extended the full length of the bag and a 7000 cu. ft. ballonet installed. Two scoops to the ballonet, one on each side of the rudder, were attached. The balloon was laid out and inflated March 18th and flown March 20th. The bag and rudder were completely inflated with gas in order to adjust the balloon in trim. During the first flight the center of suspension was too far forward, causing a nose down,

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condition which greatly impaired stability. The balloon was then hauled down and sufficient sand bags hung on the tail to trim. This amounted to six bags. During the next flight fair stability was obtained altho the sails did not function properly.

The balloon was again hauled down and preparations made to attach improved sails. They were attached and the balloon again flown on March 22nd. Better performance of the sails resulted in improved stability. It was then decided to move the center of concentration of the rigging farther aft in order to reduce the number of sand bags required to trim. Adjustments were made until two bags could be removed and still maintain a horizontal position of the balloon. Further tests were made but there being no wind it was impossible to determine whether the balloon was sufficiently stable or not.

The balloon was deflated March 23rd on account of a storm. On May 3rd and 4th further tests were made at which time there was sufficient wind to fill out the sails.

During thest tests it was definitely proven that the balloon in its present design is not stable enough to give satisfactory performance. The reasons for its failure to kite and ride into the wind properly are as follows:

1. While the suspensions adjusted to place the concentration point in the proper location, the balloon rides from 3 to 5 degrees down by the noses

2. The large gas inflated rudder causes the balloon to list from one side and then the other as the wind strikes it from different angles. This is caused by too much lift below the axis of the bag.

3. If the rigging is adjusted to give proper trim, the center of concentration of the suspensions is so fat aft that the balloon does not have directional stability.

CONCLUSIONS AND RECOMMENDATIONS

During all of the tests conducted with this balloon, except the flights when the balloon was equipped with small lobes, it was found impossible to adjust the suspensions to give proper trim without throwing the concentration point of the suspensions so far aft that stability of the balloon was destroyed.

Obviously this condition was brought about by the added lift of lobes on the tail.

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Turning the lobes end for end, which placed the largest part forward, and adding a ballonet, improved the trim considerably, but not enough to give anything like satisfactory performance.

During the first tests the balloon was equipped with smaller lobes (approximately 2000 cu. ft. capacity), and while the balloon showed a slight tendency to nose down, its performance was satisfactory.

Since it has been demonstrated that a balloon with lobes capable of holding all of the overflow between the ground and 15000 ft. altitude is not practicable, a balloon with the following characteristics is proposed:

(a)	Volume	15000 cu. ft.
(b)	Fabric	Single ply (6 oz.)
(c)	Lobes	3 Normal size expansible.
(d)	Delatable Gore	One or More.
(e)	Patches	Catenary Suspension.
(f)	Shape	A.P.
(g)	Cable	1/8 flexible.

It is proposed that only the two upper lobes contain gas and the lower one air if delatable gores on the bag can be made to take care of maximum and minimum volumes.

The addition of a rip panel is desirable since it offers a means of saving the balloon from being blown away during a storm when it is bedded down on the field.

W. E. HUFFMAN,
Chief, Test Unit.

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WAR DEPARTMENT
AIR CORPS, MATERIEL DIVISION

MEMORANDUM REPORT ON: WJB:aks:51

Date: December 16, 1941

SUBJECT: Demonstration and Tests of the Sauls Kites.

SECTION: Experimental Engineering

SERIAL No. EXP-M-51/1A283

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A. Purpose.

1. To report on a demonstration and test of Sauls Kites at Post Field, Fort Sill, Oklahoma, on October 25 and 26, 1941.

B. Factual Data.

1. Description of the equipment used, general data on the tests, and tabulated results of the demonstration tests are contained in Appendices 1, 2, and 3, respectively. Photographs are included in Appendix 4.

2. The tests and demonstrations were conducted by Mr. H. C. Sauls with the aid of Government furnished ground equipment and a small number of the enlisted personnel at Post Field.

3. The following personnel witnessed the tests:

Colonel Ira R. Koenig, C. O. Post Field, Fort Sill, Oklahoma.
Lt. Colonel C. B. Lober, A.C., O.C.M.D., Washington, D. C.
Lt. Colonel B. L. Smith, U.S.M.C., C.O. Barrage Balloon School, Parris Island, South Carolina.
Major S. M. Skinner, C.A.C., B.B.T.C., Camp Davis, North Carolina.
M. Sergeant William J. Bennett, A.C., Aircraft Lab., Wright Field.
Mr. J. F. Bolgiano, Aircraft Laboratory, Wright Field.
Mr. E. A. Anders, Movie Photographer, Technical Data Section, Wright Field.
Mr. H. C. Sauls, owner of the Kites, 131 E. Third Street, Dayton, Ohio.
Mr. Max Van Grow, Sr., Manufacturer of Kites, 131 E. Third Street Dayton, Ohio.
Mr. Max Van Grow, Jr., Manufacturer of Kites, 131 E. Third Street Dayton, Ohio.
Captain William E. Land, C.A.C., B.B.T.C., Camp Davis, North Carolina.

Witnesses also included a large number of Post Field personnel not recorded here.

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C. Conclusions.

1. The tests showed that as few as four men could be used to fly one kite, or as many as desired, on one cable.

2. The kites had good stability. Their angle from horizontal varied from 25 to 60 degrees.

3. Basic tests to establish maximum altitude were incomplete and not concluded because of the slack and loose fabric on the new kites. This caused them to be slightly unstable and added excess drag.

4. The kites could not be launched in wind velocities of less than 15 m.p.h. surface wind. However, they flew satisfactorily in wind velocities as low as 12.5 m.p.h., after having been launched while surface wind permitted.

D. Recommendations.

It is recommended that:

1. A quantity of the type K-1 and K-2 Sauls Kites be purchased and further tests be made to determine the maximum number of kites needed to be flown in tandem to barrage altitudes above 7500 feet and also the possibility of launching these kites with the aid of a barrage balloon when a condition exists where surface winds are of too low velocity to launch the kites but velocities at 500 or 1000 feet are 15 m.p.h. or stronger.

Prepared by Wm. J. Bennett, M.Sergeant, A.C.,

Approved by PAUL H. KEMMER, Lt. Colonel, A.C.,
C.in.C. Aircraft Laboratory.

Approved by F. O. CARROLL, Lt. Colonel, A.C.,
Chief, Exp. Engr. Section.

- 2 -

Distribution:
Chief, Mat. Div., Att.: Exec.
Chief, Barrage Balloon Sec., O.C.M.D.
C.O., Barrage Balloon School, U.S.M.C., Parris Island, S. Carolina.
Mr. H. C. Sauls.
Chief, Defense Aid Organization, W.P. (3)
Central Files.

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Experimental Engineering Section,
N. R. EXP-M-51/LA283.
December 16, 1941.

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APPENDIX 1

Description of the Equipment Used for the Tests

1. Kites.

   a. The kites used are of the K-1, K-2, Manufacturer's Specifications Nos. 4411 and 64153, and were furnished by Mr. H. C. Sauls, of 131 E. Third Street, Dayton, Ohio.

   b. Where more than one kite was flown off of one cable, a 300 foot strop of 1/16 extra flexible cable was used to attach the lower kite to the main cable.

2. Ground Equipment Used.

   a. Winches.

      (1) A type A-11 barrage balloon winch equipped with 10,500 feet of 1/8-inch standard extra flexible cable was used for part of the tests.

      (2) A type C-5 tow target windlass mounted on a small warehouse platform truck and equipped with 10,000 feet of 1/16 cable was also used with two each 12-volt batteries connected in parallel and a small gas engine driven generator to keep them charged.

   b. Instruments.

      (1) A clinometer and a protractor were used to obtain angles of the kites while in flight.

      (2) A standard C-5 tensionmeter was used to measure cable tensions at the windlass.

      (3) In tests where an anemometer was installed on the kites, a short wave radio receiver was used to check the signals of the anemometer transmitter. With this equipment, wind velocities at kite altitude were determined.

      (4) A portable type hand anemometer was used to record the surface velocities.

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APPENDIX 2

General Data on Tests

(Monday, October 27, 1941)

A cold northern front had moved in during the early morning hours with high wind velocities which damaged No. 1 Type K-2 kite slightly and No. 3 and No. 4 Type K-1 kites to such an extent that it was decided not to endeavor to repair them locally. However, the former Type K-2 was repaired locally, but when assembled the fabric was in such a slack condition it was decided not to attempt flying it.

At this time, it was decided to test an experimental kite of the same type as the K-1 but one and one-half times larger. Its cells were 60 by 60 inches instead of 40 by 40 inches. This kite, of course, had to have heavier structural members, which increased the weight in a greater proportion than the increase in size. This kite was assembled while movies were taken and then maneuvered to the field and winch location. Bad gusty winds of 18 to 28 m.p.h. existed on the ground with a recording of 40 to 44 m.p.h. at 500 feet altitude. Eight men were required to handle this kite on the ground while maneuvering it to the winch position under the above mentioned conditions. The kite was attached to the 1/8-inch cable of the A-11 barrage balloon winch. Approximately 1250 feet of cable was payed out and laid on the ground down wind from the winch.

The kite was launched in the air at 10:29 a.m. and arose very nicely. Then 350 feet more cable was payed out, making a total of 1600 feet cable. The kite took a position of approximately 30 degrees from horizontal and approximately 750 feet above ground level. It also was quite unstable with an indication of slight right wing heaviness. At 10:32 a.m., it dived to the right and went down until the right wing tip was approximately 10 feet off the ground, and then went back to its former position, remaining there for approximately 5 minutes, then suddenly dived to the right again and continued until it crashed onto the ground at 10:38 a.m.

There was no damage to Government property or personnel. The damage to the kite was considered minor; however, it was decided not to repair it locally.

After a discussion with the owner, Mr. Sauls, it was decided that, even though this kite was of the same type as the K-1 standard, it did not have the same stability, nor did it have the desired angle of flight.

It was also decided that it was not advisable to go to a larger cell kite than the K-1 and K-2 standard kite, owing to the fact that the increased weight ratio over the size ratio had upset the kite's stability.

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APPENDIX 2 (Contd)

General Data on Tests

(Monday, October 27, 1941)

It was also decided that, if a larger kite than the K-1 is required, Type K-2 should be considered more desirable than the Type K-1 with cells of increased size.

Still photographs are included in Appendix 4. Moving pictures of these kites are located in the Technical Data Section at Wright Field.

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Experimental Engineering Section,
M. R. EXP-M-51/LA283.
December 16, 1941.

APPENDIX 3

Test Data

Date: October 26, 1941

Type and No. Kites Flown	Cable Payed Out (Ft.) Maximum	Length of Strop 2nd Kite (Ft.)	Relative Wind Velocity Surface (m.p.h.)	Relative Wind Velocity Altitude (m.p.h.)	Degree Angle of Kite from Horizontal (Deg.)	Time of Test	Size Cable Used (In.)	Tension of Cable at Winch (Lbs.)
K-1 No. 1	1500		18	25-28	53	8:49 to 9:30 a.m.	1/16	28
K-1 No. 3	1000		18	27-30	51	9:35 to 10:15 a.m.	1/8	30
K-1 No. 7	680		18	30-38	60	10:20 a.m. to 12:18 p.m.	1/8	31
K-1 *No. 7	1000		18-23	37-39	34-42	1:00 to 1:25 p.m.	1/8	33
K-1 *No. 7	1000		18-24	35-44	39-52	2:00 to 2:45 p.m.	1/8	25-35
K-1 Nos. 4 and 7	2250 550	300	20-25 20-25	37 39	40 51	3:45 to 4:30 p.m.	1/16 1/16	75-85
K-2 No. 1	960		20-25	Est. 36	45-51	3:52 to 4:30 p.m.	1/8	75-80

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APPENDIX 3 (Contd)

Notes on Tabulated Test Data

Anemometer with radio transmitter was mounted on the kite for this test. Head resistance and weight of this equipment reduced kite flying angle from the horizontal quite noticeably.

All kites showed good stability, and it is believed that if the new kites had had fabric astaut asthat of Kite No. 7, Type K-1, higher angles and better stability would have prevailed. The owner, Mr. Sauls, had assembled most of the new kites and moored them down to the ground in the open with the idea in mind to set the fabric. The idea was erroneous, as water accumulation from rain during the night on the top fabric surfaces between structural members added so much weight that the fabric was overstretched to a point that caused looseness after the fabric was dried out. However, it was decided to test the kites in this condition.

The above tests ended at 4:30 p.m., October 26, 1941.

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Experimental Engineering Section,
M. R. EXP-M-51/LA283.
December 16, 1941.

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APPENDIX 4

LIST OF PHOTOGRAPHS

OF THE SAULS KITES - Nos. 82441 to 82454 Incl.

Type	Photo No.	Description
XK-1	82441	60 x 60 cells.
K-2	82442	
K-1	82443	Note anemometer mounted top leading edge.
K-2	82444	Note side view.
K-2	82445	Right rear oblique view.
K-2	82446	Front View.
K-2	82447	Immediately after being launched.
	82448	View showing winch and ground instruments used.
K-1	82449	Kite at 500 feet.
K-1	82450	Rear view just after launching.
K-1	82451	At 1000 feet altitude.
K-1	82452	With very loose fabric. Note the poor angle from horizontal. Winch is located in rear of vehicle in lower right-hand corner.
K-1	82453	At 2000 feet altitude. This kite had good taut fabric.
K-1	82454	At 750 feet altitude.

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WAR DEPARTMENT
HEADQUARTERS ARMY AIR FORCES
WASHINGTON 25, D. C.

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BARRAGE BALLOONS AND RELATED EQUIPMENT

CHRONOLOGICAL SEQUENCE OF DEVELOPMENT

August, 1937

to

July, 1942

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BARRAGE BALLOONS AND RELATED EQUIPMENT,
CHRONOLOGICAL SEQUENCE OF DEVELOPMENT.

8-30-37
Bln. Conference

Memorandum Record of Meeting on the subject of Barrage Balloons.
Resume: An informal meeting was held in Room 2257, Munitions Building, Washington, D. C., for the purpose of discussing the employment of barrage balloons as part of the anti-aircraft defense of the United States. There was discussed the military characteristics of individual balloons, details of their installation, operation and storage, and training of operating personnel, together with the general subject of barrage balloon development.

9-2-37
Bln. Conference

Memorandum Record of Second Meeting on the subject of Barrage Balloons.
Resume: a. Meeting was held in Munitions Building, Washington, D. C.
b. Proposal to include a project costing $27,500 in the 1939 estimates was not favorably considered by the War Department.
c. It was apparent that other more active defense projects have priority on funds; also, that adequate data was lacking on the practical use and efficiency of barrage balloons for anti-aircraft defense.

9-10-37
M. R. on
Bln. Conference

Engineering Section Memorandum Report, Serial No. L/A-51-209.
Subject: Barrage Balloons
Purpose: To clarify certain points covered in Memorandum Record dated September 2, 1937, particularly as regards the effectiveness of balloon barrages.

6-30-39
M. R. on
Bln. Conference

Engineering Section Memorandum Report, Serial No. 50-340, Conference on Barrage Balloons.
Resume: a. Meeting held in the Office of The Assistant Chief of Staff, W. P. D.
b. Mr. Litchfield of the Goodyear Tire and Rubber Company outlined the extensive barrage balloon program which England had under way, he also mentioned what other European countries were understood to be doing about them. Estimated balloon costs were also furnished, together with their tactical effectiveness.
c. Mr. Bolgiano gave estimated costs for cable, winches, and inflation gas.
d. It was recommended to the Chief of the Air Corps that 12 barrage balloons and 10 winches be procured during the 1940 fiscal year.
e. That $173,800 be set up by the War Department to cover the above program, which sum would also include development and miscellaneous costs.

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8-24-39 Initiation of Bln. Project	Letter from Chief of the Air Corps to Chief, Materiel Division. Subject: Barrage Balloons Resume: It is desired to initiate the barrage balloon project in the amount of $166,000 as soon as possible, provided funds are available.
10-2-39 Military Characteristics	I.O.M. from Office, Chief of the Air Corps to The Adjutant General. Subject: Military Characteristics, Low Altitude Barrage Balloons.
11-2-39 E. O. for Blns.	Expenditure Order No. 626-1-51 initiated to cover the study of detail requirements and preparation of procurement data for low and high altitude barrage balloons.
2-10-40 Project to be Restrict.d	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Barrage Balloons Subject Matter: Request that barrage balloon project be placed on restricted basis.
5-6-40 E. O. for Winches	Expenditure Order No. 684-1-23 initiated to cover the study, design, preparation of procurement data, and engineering liaison on winches for barrage balloons.
6-6-40 Cable Proc./ Amer. Steel	Purchase Order No. 40-8271 placed with the American Steel and Wire Company for 10 reels of 3/16-inch 7 by 19 cable in lengths of 9000 feet; each $972, total cost $9,720.
6-27-40 Bln. Proc./ Goodyear	Contract AC-15150 placed with the Goodyear Tire and Rubber Company, Inc., for 6 Type D-3 dilatable barrage balloons, 2 wind tunnel models, and engineering data; total cost $53,826.
8-6-40 Proposed Expend. of 1941 Funds	I.O.M. to Chief, Aircraft Laboratory. Subject: Special Aircraft Unit Funds - Fiscal Year 1941. Resume: Outline of proposed plan for expending the $275,000 of 71-11 and $154,000 of 73-11 funds alloted to subject Unit.
8-13-40 Status of Project	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Status of Barrage Balloon and Associated Equipment. Covering: Development status and cost data on Type D-3 and D-4 balloons, A-9 winch, and balloon cable.

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8-28-40 Bln. Proc./ Air Cruisers	Contract AC-15470 placed with Air Cruisers, Inc. for 6 Type D-4 ballonet barrage balloons, wind tunnel model, and engineering data; total cost $51,900.
9-12-40 Status of Project	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Status of Barrage Balloon Equipment. Resume: Contracts placed for Type D-3 balloons and A-9 winches. Developments covering low and high altitude barrage balloons, mobile winches, H.A. winches, and balloon cable are under way.
9-20-40 Winch Proc./ M.-H. Co.	Contract AC-15688 placed with Marmon-Herrington Company, Inc. for 12 Type A-9 low altitude, portable, barrage balloon winches and engineering data; each $6,600, total cost $79,200.
9-23-40 Cable Proc./ Roebling's	Purchase Order No. 41-2233 placed with John A. Roebling's Sons Company for 10 reels of 3/16-inch 7 by 19 cable in lengths of 9000 feet; each $972, total cost $9,720.
9-25-40 Expedite Program	CTI-105 Subject: Expedited Procurement of Barrage Balloon Equipment. Resume: There was set up originally for barrage balloons and related equipment for fiscal year 1941 $275,000. $815,000 of additional money has been added to Project 73 to expedite the balloon program. The long term outlook is 3400 L.A. and 1000 H.A. balloons.
10-5-40 Development Program	Letter to The Adjutant General. Subject: Program for Barrage Balloon Development. Resume: A comprehensive plan outlined for balloon development. The quantities of balloons required and their tactical application was also taken up.
10-8-40 Research	Research on Barrage Balloon Equipment. Subject Matter: Investigation of the lethal properties of cable, alarm systems to warn ground personnel when critical conditions within balloon system exist, means to measure wind speed at balloon, and lightning protection for balloons.
10-10-40 E.O. for Cyl. Carrying Trailers	Expenditure Order No. 684-1-24 initiated to cover the development and procurement of cylinder carrying trailers for transporting the helium gas required in barrage balloon operation.

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10-10-40 Breakdown of Funds	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Barrage Balloon Equipment - Breakdown of 1941 Funds. Resume: Detail analysis of the $53,383 obligated to date and an outline of the proposed 1941 program.
10-30-40 E.O. for Hy. Generators	Expenditure Order No. 692-1-36 initiated to cover the study, design, and preparation of procurement data on high pressure type ferro-silicon hydrogen generators.
10-31-40 Trailer Proc./ Superior Auto	Purchase Order No. 41-3703 placed with Superior Auto, Inc., for 3 cylinder carrying trailers and engineering data; each $1,666, total cost $4,998. These trailers are especially designed to carry 27 standard gas cylinders.
11-5-40 E.O. for Kites	Expenditure Order No. 692-1-37 initiated to investigate the employment of kite barrages for aerial defense.
11-30-40 Breakdown of Funds	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Barrage Balloon Equipment - Breakdown of 1941 Funds. Resume: Detail analysis of $756,089.28 obligated to date; also, an outline of equipment to be procured on the 1941 program.
12-2-40 Mobile Winch Proc./M.-H. Co.	Purchase Order No. 41-4746 placed with Marmon-Herrington Co., Inc., for 2 Type A-11 low altitude, mobile, barrage balloon winches and engineering data; each $6,000, total cost $12,000.
12-14-40 Status of Project	I.O.M. to Chief, Aircraft Laboratory. Subject: Barrage Balloon, Present Status. Resume: Considerable delay experienced between issuance of Authority for Purchase and placement of order. First D-3 and D-4 balloons ready for flight tests. Procurement initiated for first General D-4 balloons. Firestone will submit a proposal in about 30 days. First A-9 winch ready for test. Cable procurement will be initiated soon.
12-18-40 Research	I.O.M. from Chief, Materiel Division, Washington, D. C. Subject: Research on Barrage Balloons and Related Equipment. Containing: Comments by Colonel Lober on balloon cable, balloon pressure indicator, cable tension indicator, and storage of balloons.

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12-19-40 H.A. Winch Proc./M.-H. Co.	Contract AC-16729 placed with Marmon-Herrington Company, Inc., for 10 Type A-10 high altitude, portable, barrage balloon winches and engineering data; cost each $8,575, total cost $85,750.
12-19-40 L.A. Winch Proc./M.-H. Co.	Contract AC-16962 placed with Marmon-Herrington Company, Inc., for 40 Type A-9 low altitude, portable, barrage balloon winches and engineering data; each $4,064, total cost $162,560.
12-27-40 E.O. for Cable.	Expenditure Order No. 692-1-38 initiated to cover the procurement of cable and cable accessories for barrage balloons.
1-7-41 Research	I.O.M. to Chief, Materiel Division, O.C.A.C., Washington. Subject: Barrage Balloons. Covering: a. Tests on pressure type, hydrogen-filled balloons. b. Investigation of lethal qualities of cable. c. Development of bombs for use on balloon cable (through Ordnance).
1-10-41 Bln. Proc./ Air Cruisers	Contract AC-17332 placed with Air Cruisers, Inc., for 20 Type D-4 ballonet barrage balloons and engineering data; total cost $150,000.
1-20-41 Funds Required	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Funds for Barrage Balloon Equipment. To Cover: Procurement of 4 Type D-6 balloons, 1 hydrogen generator, and 2 small dilatable balloons.
1-21-41 Schedule of Tests	Teletype EXP-T-581 to Chief, Materiel Division Subject Matter: Test of first ballonet and second dilatable type balloons and first L.A. winch are scheduled for January 30, 1941, at Fort Sill.
1-23-41 Status of Project	I.O.M. to Chief, Aircraft Laboratory. Subject: Present Status of Equipment. Resume: Contains a listing of all procurements to date, together with information concerning progress being made by the various manufacturers of barrage balloon equipment.

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1-29-41 Request for Funds	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Request for Transfer of Funds for Barrage Balloon Development. Subject Matter: $80,280 required for contemplated procurements.
2-6-41 Conference w/Col. Lober	I.O.M. to Chief, Aircraft Laboratory. Subject: Conference with Colonel Lober on Barrage Balloon Project. Items Discussed: L.A. barrage balloons and winches, lightning protection, lethal devices, 3rd Balloon Squadron, 1st and 2nd Squadron to stay at Fort Sill and Fort Bragg respectively, balloon manufacturing sources, and availability of neoprene and balloon fabric.
2-8-41 Bln. Proc./ Goodyear	Contract AC-17443 placed with Goodyear Tire and Rubber Company, Inc., for 20 Type D-5 dilatable barrage balloons and engineering data; total cost $191,169.
2-11-41 Breakdown of Funds	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Barrage Balloon Equipment - Breakdown of 1941 Funds. Resume: Funds now obligated total $1,348,422.12, leaving a balance of $2,057.88 unobligated.
2-15-41 Test Personnel	I.O.M. to Chief, Materiel Division, O.C.A.C., Washington. Subject: Test Personnel, Barrage Balloon Project. Subject Matter: Recommendation that key men be retained at Fort Sill to conduct necessary tests on balloons and related equipment.
2-24-41 Bln. Proc./ General	Contract AC-17685 placed with The General Tire and Rubber Company for 4 Type D-4 ballonet barrage balloons and engineering data; total cost $43,550. Educational order.
2-24-41 Bln. Proc./ Air Cruisers	Contract AC-17852 with Air Cruisers, Inc., for 4 dilatable type barrage balloons and engineering data; total cost $39,175. Educational order.
2-26-41 Bln. Proc./ Air Cruisers	Contract AC-17881 placed with Air Cruisers, Inc., for 20 Type D-4 barrage balloons and data; each $7,500, total cost $150,000.

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3-4-41 E.O. for H.A. Bln.	Expenditure Order No. 626-1-57 initiated to cover the study and preparation of procurement data of a H.A. barrage balloon.
3-11-41 Bln. Operation	Training and Operations Directive. It also covers employment of barrage balloons and their tactical applications.
3-18-41 Status of Equipment	Teletype EXP-T-545 to Chief, Experimental Engineering Branch. Subject Matter: Status of L.A. and H.A. barrage balloons and winches, cable, cylinder-carrying trailers, hydrogen generating equipment, and blowers.
3-18-41 Winch Proc./ M.-H. Co.	Contract AC-18233 placed with Marmon-Herrington Company, Inc., for 20 Type A-9 and 10 Type A-11 L.A. Barrage Balloon winches at $4,050 and $5,950 each respectively; total cost $140,500.
3-21-41 Cable Proc./ Rochester Ropes	Contract AC-18093 placed with Rochester Ropes, Inc., for 40 reels of 3/16-inch 7 by 19 cable in lengths of 9000 feet; each $972, total cost $38,880.
3-26-41 Proposal to Move B.B. Development to Camp Davis	TI-685 Subject: Barrage Balloon Development Resume: Chief, Training and Operations, O.C.A.C., proposes that barrage balloon development be moved from Wright Field to Camp Davis in order to obtain flight testing facilities. Reply: I.O.M. dated April 2, 1941, did not concur in the proposal above and gave substantiating reasons.
3-31-41 Additional Procurement	TI-690 Subject: Barrage Balloon Procurement Covering: Authority to procure additional barrage balloons and related equipment to insure continuity of production in amount not to exceed six and one-half million dollars.
4-1-41 Cable Proc./ Amer. Chain	Contract AC-18262 placed with American Chain and Cable Company for 20 reels of 3/16-inch 7 by 19 cable in lengths of 9000 feet and 10 reels of 7/32-inch 7 by19 cable in lengths of 19,000 feet; each reel $972 and $2,698 respectively, total cost $46,420.

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4-2-41 Hy. Gen. Proc./ Indep. Eng.	Contract AC-18300 placed with the Independent Engineering Company, Inc., for one hydrogen generator, ferro-silicon, high pressure type, portable, and engineering data; cost $37,200. This hydrogen plant has a minimum gas output of 5000 cubic feet per hour.
4-2-41 Bln. Proc./ Firestone	Contract AC-18073 placed with The Firestone Tire and Rubber Company for 4 Type D-6 barrage balloons and engineering data; total cost $39,000. Educational order.
4-15-41 Tentative Program	TI-690, Addendum No. 1. Subject: Barrage Balloon Procurement. Containing: Outline of tentative training program and balloons required to meet this training program. Six and one-half million available in current program and reference is made to 37 million expected to be available about July 1, 1941.
4-22-41 Breakdown of Funds	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Breakdown of Funds Covering Procurement of Additional Barrage Balloon Equipment. Resume: It is proposed to procure with the six and one-half million of additional funds 350 balloons, 300 winches, 360 reels of cable, 50 cylinder carrying trailers, gas trucks, winch trucks, and hydrogen generating equipment.
4-29-41 Proc. for Navy	TI-729 Subject: Transfer of Barrage Balloons, Winch and Cable to the Navy Department. Covering: 2 Type D-5 barrage balloons and 1 A-9 winch, complete with 9000 feet of 3/16-inch cable, and cable terminal.
5-5-41 Increase Prod. Rates	TI-690, Addendum No. 2. Subject: Barrage Balloon Procurement Covering: Increase in production rates to accomodate new Navy need (150 balloons) and rapid expansion of Coast Artillery Corps balloon units. New contracts should include 100 percent option clause.
5-15-41 Truck Proc./Q.M.	Requisition No. 41-169 placed with The Quartermaster General for 222 2-1/2 ton cargo trucks, 6 by 6 (4 dr.), to be used to transport portable Type A-9 winches; each $2,316.80, total cost $514,329.60.

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5-20-41 Data Furnished to C.A.C.	Letter to Chief of Coast Artillery Subject: Data on Barrage Balloons and Related Equipment. Containing: General arrangement drawings of D-3, D-4, and D-6 balloons, A-9 winch, and B-1 Helium Purification Laboratory; photographs and information books.
5-22-41 Status of Funds	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Summary of Current Procurement of Barrage Balloon Equipment. Resume: 1941 Funds obligated total $3,314,249, which cover 610 balloons, 515 winches, 222 winch trucks, 3 cylinder trailers, and miscellaneous items.
5-28-41 Proc. for Navy	TI-729, Addendum No. 1 Subject: Transfer of Additional Barrage Balloons, Winches, Cable and Generators to the Navy Department. Covering: 148 D-5 balloons, 50 reels of cable with terminals, 37 A-9 winches, and 3 ferro-silicon hydrogen gas generators.
6-7-41 AC S.O. Camp Davis	Teletype MS-38 to Maintenance Command, W. F. Subject Matter: Appointment of AC S.O. at Camp Davis
6-12-41 Project Planning	CTI-271 Subject: Basis for Barrage Balloon Project Planning. Resume: An outline of Air Corps responsibilities and the necessary action required in regard thereto.
6-20-41 Bln. Proc./ U.S. Rubber	Contract AC-19977 placed with United States Rubber Company for 4 Type D-4 ballonet barrage balloons and engineering data; total cost $43,700. Educational order.
6-20-41 Proc. of H.A. bln.	Purchase Order No. 41-11974 placed with the Goodyear Tire and Rubber Company for one high altitude dilatable barrage balloon and engineering data; total cost $22,028.
6-21-41 Bln. Proc./ Firestone	Contract AC-19394 placed with the Firestone Tire and Rubber Company for 25 Type D-6 dilatable barrage balloons; each $9,413, total cost $235,325. Order contained 50 percent option clause, which was later exercised.

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6-24-41
Bln. Proc./
General

Contract AC-19395 placed with the General Tire and Rubber Company for 30 Type D-4 barrage balloons; each $7,700, total cost $231,000. Order contained 50 percent option clause, which was later exercised.

6-26-41
Development
Responsibility

CTI-285
Subject: Balloon and Kite Antiaircraft Defense
Purpose: To establish the respective developments which the Navy and Army shall be responsible for in subject defenses.
Resume: The Navy is to provide for these defenses for shipboard use and for advanced naval bases not defended by the Army. The Army is responsible in all other cases.

6-27-41
Winch Proc./
M.-H. Co.

Contract AC-19405 placed with Marmon-Herrington Company, Inc., for 515 Type A-9 low altitude, portable, barrage balloon winches and engineering data; each $3,945, total cost $2,031,675.

6-27-41
Trailer Proc./
Superior Auto

Letter Contract No. AC-19841 placed with Superior Auto, Inc., for 45 cylinder carrying trailers; each $1,000, total cost $45,000. These trailers are especially designed to carry 27 standard cylinders.

6-28-41
Hy. Generator
Proc./Indep. Eng.

Contract AC-19619 placed with the Independent Engineering Company, Inc., for 4 hydrogen generators, ferro-silicon, high pressure type, portable; each $30,000, total cost $120,000.

6-30-41
Cable Proc./
Amer. Chain

Purchase Order No. 41-12295-EP placed with American Chain and Cable Company for 164 reels of 3/16-inch 7 by 19 cable in lengths of 9000 feet; each $972, total cost $159,408.

6-30-41
Bln. Proc./
Goodyear

Contract AC-19400 placed with the Goodyear Tire and Rubber Company for 415 Type D-5 dilatable barrage balloons; each $8,515, total cost $3,533,725. 150 of these balloons were procured for the Navy Department in accordance with TI-729 and Addendum No. 1.
Change No. 1 on subject order called for 150 balloons to be constructed of cured aluminum fabric at an additional cost of $467, per balloon, total cost $70,050.
Change No. 2 on subject order called for 81 balloons to be constructed of cured aluminum fabric at an additional cost of $467 per balloon and 235 balloons to be given two coats of aluminum finish at an increased cost of $162.30 per balloon. Total cost for Change No. 2 was $75,967.50
Cost Resume: Plain neoprene fabirc, $8,515 each.
Aluminum finished neoprene fabric, $8,677.30 each
Cured aluminum neoprene fabric, $8,982 each

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6-30-41 Cable. Proc./ Roebling's	Purchase Order No. 41-12294-EP placed with John A. Roebling's Sons Company for 217 reels of 3/16-inch 7 by 19 cable in lengths of 9000 feet; each $972, total cost $210,924.
6-30-41 Cable. Proc./ Amer. Steel	Purchase Order No. 41-12293-EP placed with American Steel and Wire Company for 134 reels of 3/16-inch 7 by 19 cable in lengths of 9000 feet; each $972, total cost $130,248.
7-23-41 Expedite Procurement	TI-830 Subject: Expediting Fiscal Year 1942 Procurement. Resume: Take all necessary steps to assure that defense orders for fiscal year 1942 are placed efficiently and promptly.
7-29-41 Blns. for Navy	TI-729 Addendum No. 2. Subject: Transfer of Barrage Balloons and Related Equipment to the Navy Department. Covering: Diversion of next 6 balloons to the Navy Department, supply a Change Order to construct the remaining 142 balloons of cured aluminum fabric.
7-30-41 Equip. for Camp Davis	TI-690, Addendum No. 3. Subject: Barrage Balloon Procurement. Purpose: a. Ship only material for one lettered and one battalion headquarters battery to Camp Davis. b. Contemplate moving Training Center from Camp Davis to Camp Tyson about December 1, 1941.
8-5-41 1942 Program	I.O.M. from Chief, Maintenance Section, Washington, to Chief, Maintenance Command, W. F. Subject: Expenditure Program pertaining to the Regular Fiscal Year 1942 Appropriation Act. Containing: Request that procurement under 1942 program be initiated.
8-8-41 Bln. Proc./ Air Cruisers	Contract AC-1964l placed with Air Cruisers, Inc., for 140 Type D-4 ballonet barrage balloons; each $7,500, total cost $1,050,000.
8-13-41 Summary of F.Y. 1941 Program	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Summary of Barrage Balloon Equipment Procured under Projects 71-11 and 73-11 up to June 30, 1941. Resume: Cost breakdown of all equipment procured during the fiscal year 1941.

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8-22-41 Items to be procured by Exp. Eng. Sec.	I.O.M. from Chief, Field Service Section, W. F. Subject: Expenditure Program, Barrage Balloon, Fiscal Year 1942. Resume: Experimental Engineering Section is to procure the following items for the barrage balloon expansion program: L.A. and H.A. barrage balloons, L.A. and H.A. barrage balloon cable, portable hydrogen generators, balloon winch trucks, portable and mobile L.A. winches, portable H.A. winches, and truck-tractors for gas trailers.
8-30-41 Expenditure of F.Y. 1942 Funds	I.O.M. to Chief, Experimental Engineering Section, W. F. Subject: Barrage Balloon Procurement Program. Resume: An outline of a procurement program based on established sources of supply and guaranteed deliveries. This outline showed the proposed manner of obligating 1942 funds.
9-8-41 Worthless Fabric	Radiogram to Technical Executive, W. F. Subject Matter: Radiogram from Commanding Officer, Camp Davis, states that fabric being used in Air Cruisers balloons is worthless. Manufacture of balloons by Air Cruisers or other concerns using same worthless fabric should be stopped immediately. Suitable action is desired.
9-11-41 Air Cruisers Bln. Prod. stopped	Telegram to Air Cruisers, Inc. Subject Matter: Stop production immediately on balance of balloons on all orders because of unsatisfactory balloon fabric.
9-11-41 General's Bln. Prod. stopped	Telegram to General Tire and Rubber Company. Subject Matter: Stop production immediately on balance of balloons being furnished on Contract AC-19395 because of unsatisfactory balloon fabric.
9-16-41 Bln. Proc./ Goodrich	Purchase Order No. 42-3156 placed with the B. F. Goodrich Company for 4 Type D-4 ballonet barrage balloons; each $9,700, total cost $38,800. Educational order.

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10-10-41
Conference on B.B. Fabrics

Memorandum Report Serial No. EXP-M-56-3964.
Subject: Conference on Barrage Balloon Fabrics.
Subject Matter: Conference was attended by personnel of Aircraft and Materials Laboratories, Vulcan Proofing Company, and the Chief, Barrage Balloon Section. It dealt with balloon fabrics manufactured by Vulcan. Vulcan Style No. 5089 fabric was approved for use by balloon manufacturers. All balloon fabric manufactured hereafter shall be of cured aluminum type.

10-11-41
Std. Bln. Cable.

I.O.M. from Chief, Barrage Balloon Section, O.C.A.C.
Resume: It is desired that necessary action be taken to change the standard barrage balloon cable from 5/16-inch 7 by 19 to 7/32-inch 6 by 6, 6 by 7, or 7 by 7 type having a minimum breaking strength of 6800 pounds.

10-11-41
Air Cruisers and General Authorized to Proceed

Letters to Air Cruisers, Inc. and General Tire and Rubber Co.
Resume: These contractors are authorized to proceed with the construction and delivery of balloons on Contracts AC-19641 and AC-19395 respectively.

10-14-41
B.B. School

TI-680, Addendum No. 4.
Subject: Barrage Balloon Procurement.
Resume: Coast Artillery Corps has organized Barrage Balloon School and its requisitions for articles contained in tentative T/A should be honored.

10-16-41
Truc Proc./ Q.M. General

Requisition No. 42-55 placed with The Quartermaster General for 1332 2-1/2 ton cargo trucks, 6 by 6 (4 d.t.), to be used to transport portable Type A-9 winches; each $2,350, total cost $3,130,200.

10-24-41
Expedite Program

CTI-353
Subject: Barrage Balloon Procurement.
Covering: Expedite program to equip four new battalions by March 1, 1942.

11-5-41
Cable proc./ Amer. Steel

Purchase Order No. 42-5655 placed with American Steel and Wire Company for 6 reels of 7/32-inch 7 by 7 cable in lengths of 8000 feet; each $656, total cost $3,936.

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11-6-41 Cable Proc./ Amer. Chain	Purchase Order No. 42-5653 placed with American Chain and Cable Company for 6 reels of 7/32-inch 7 by 7 cable in lengths of 8000 feet; each $656, total cost $3,936.
11-8-41 Standardization of Cable	Memorandum Report No. EXP-M-51/LA281. Subject: Conference Concerning Barrage Balloon Equipment Held October 20, 1941. Covering: Adoption of 7/32-inch 7 by 7 cable as standard for flying barrage balloons.
11-13-41 Bln. Proc./ Air Cruisers	Contract AC-22232 placed with Air Cruisers, Inc., for 70 Type D-4 ballonet barrage balloons; each $7,760, total cost $536,200.
11-13-41 Joint B.B. Committee	Teletype from Executive, Washington. Subject: To establish a joint Barrage Balloon Committee, first meeting to be held November 17, 1941.
11-15-41 Type A-9 and A-11 Winch Proc./M.-H. Co.	Contract AC-22227 placed with Marmon Herrington Company, Inc., for 900 Type A-9 low altitude, portable, and 100 Type A-11 low altitude, mobile, barrage balloon winches and engineering data; each $3,550 and $5,725 respectively, total cost $3,770,500. Change No. 1 dated December 24, 1941, covered the installation of the following items on the 900 Type A-9 winches on this order: shock absorber between surge drums and leading off gear, capstan winch, cage to cover winch operator, electric starter and generator system, and a dash pot for service brake pedal at a cost of $445 per winch, total cost $400,500. Change No. 2 dated February 14, 1942, covered the procurement of an additional 204 Type A-9 winch at $3,550 each, total cost $724,200. These winches were procured for the Navy Department in accordance with TI-729, Addendum No. 4. Change No. 3 dated October 25, 1941, covered the same type of changes as called for under Change No. 1 for the 100 Type A-11 winches on this order at a cost of $665 per winch, total cost $66,500.
11-19-41 Amended Expenditure Program	CTI-391 Subject: To amend the Expenditure Program pertaining to Regular Fiscal Year 1942 Appropriation Act, with particular reference to revision of page 75 thereof. Concerning: Reduction in quantity of H.A. balloons and winches under the program.

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11-25-41
Hy. Gen. Proc./
Indep. Eng.

Contract AC-22728 placed with the Independent Engineering Company for 30 hydrogen generators, ferro-silicon, high pressure type, portable; each $19,500, total cost $585,000.

12-13-41
Expansion
of Program

CTI-415
To: Technical Executive, Materiel Division, W. F.
Subject: Contemplated Expansion of Barrage Balloon Program.
Purpose: To determine rate of production of barrage balloon equipment necessary to meet present emergency.

12-16-41
Tandem
Balloons

Purchase Order No. 42-7813 placed with the Goodyear Tire and Rubber Company, which covers the necessary alterations on 2 G.F.E. furnished Type D-3 dilatable barrage balloons to enable them to be flown in tandem; total cost, including engineering data, $4,250.

12-16-41
Bln. Proc./
Goodyear

Contract AC-22700 placed with the Goodyear Tire and Rubber Company for 700 Type D-5 dilatable barrage balloons; each $9,072, total cost $6,350,400. These balloons will be constructed of cured aluminum fabric.

12-17-41
26 New
Battalions

War Department, O.C.A.C.
To: Chief of the Army Air Corps.
Thru: Chief of Coast Artillery
Subject: Supplemental Barrage Balloon Estimate.
Covering: Funds required to equip 26 new battalions and operate the 5 authorized battalions plus the 26 new ones.

12-18-41
Immediate
Formation of
1 Battalion

CTI-419
Subject: Immediate Requirements - Barrage Balloons.
Covering: Immediate formation of one active battalion consisting of three batteries of 24 balloons each.

12-22-41
Cable Proc./
3 Contractors

Purchase Order Nos. 42-8094-P, 42-8095-P, and 42-8096-P placed with American Steel and Wire Company, John A. Roebling's Sons Company, and American Chain and Cable Company respectively, for 75 reels each of 7/32-inch 7 by 7 cable in lengths of 8000 feet; each $656, total cost per order $49,200.

12-24-41
Bln. Proc./
General

Contract AC-23272 placed with the General Tire and Rubber Company for 200 aluminized Type D-4 ballonet barrage balloons; each $8,690, total cost $1,738,000.

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1-1-42 Proc. for Navy	TI-729, Addendum No. 3. Subject: Procurement of Barrage Balloon Equipment for the Navy Department. Covering: New procurement of 117 winches and 167 reels of cable.
1-9-42 Bln. Proc./ Air Cruisers	Contract AC-23662 placed with Air Cruisers, Inc., for 300 aluminized Type D-4 ballonet barrage balloons; each $8,265, total cost $2,479,500.
1-9-42 Bln. Proc./ Firestone	Contract AC-21998 placed with The Firestone Tire and Rubber Company for 400 plain and 100 cured aluminum Type D-6 dilatable barrage balloons; plain each $8,497, aluminized each $8,497, total cost $4,293,300. Change No. 1 called for 400 balloons to be constructed of cured aluminum fabric in lieu of plain fabric at an additional cost of $448. per balloon, total cost of $179,200.
1-17-42 Proc. for Navy	TI-729, Addendum No. 4. Subject: Procurement of Additional Barrage Balloon Equipment for the Navy Department. Covering: Procurement of 204 winches and 284 reels of cable in lieu of quantities set forth in TI-729, Addendum No. 3.
1-20-42 Gas Trailer Proc./ Indep. Eng.	Contract AC-24059 placed with Independent Engineering Company, Inc., for 40 gas supply trailers and engineering data; each $9,625, total cost $385,000. Each of these trailers carry 22 large high pressure cylinders permanently installed on the trailer chassis and have a total gas carrying capacity of 26,200 cubic feet.
1-22-42 Truck-Tractor Proc./Q.M. General	Requisition No. 42-112 placed with The Quartermaster General for 40 4-5 ton truck-tractors, to be used to haul trailers carrying special large cylinders having a total gas carrying capacity of 26,200 cubic feet; each $4,428.68, total cost $177,147.20.
1-24-42 Cable Proc./ Amer. Chain	Contract AC-24021 placed with the American Chain and Cable Company for 625 reels of 7/32-inch 7 by 7 cable in lengths of 8000 feet; each $656, total cost $410,000.

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1-26-42 Bln. Proc./ U. S. Rubber	Letter of intent Contract AC-25009 (which on April 21, 1942 became Purchase Order No. 42-16955-P, Contract AC-27999) placed with United States Tire and Rubber Company for 50 Type D-4 ballonet barrage balloons; 8 balloons to be of plain fabric at $8,411.54 each and 42 balloons to be of aluminized fabric at $8,791.54 each, total cost $436,537.
1-30-42 Cable Proc./ Amer. Steel	Contract AC-24019 placed with the American Steel and Wire Company for 625 reels of 7/32-inch 7 by 7 cable in lengths of 8000 feet; each $656, total cost $410,000.
1-30-42 Change in Bln. Types for Navy	TI-729, Addendum No. 5 Subject: Change in Type of Barrage Balloons Being Procured for the Navy Department. Covering: Substitution of 2 ballonet type balloons for 2 dilatable type on order, one to have gas and the other air inflated fins.
2-7-42 Cable Proc./ Roebling's	Contract AC-24020 placed with the John A. Roebling's Sons Company for 625 reels of 7/32-inch 7 by 7 cable in lengths of 8000 feet; each $656, total cost $410,000.
2-13-42 Status of Project	I.O.M. to Chief, Experimental Engineering Section. W. F. Subject: Status of Barrage Balloon Equipment. Resume: Covers all items being procured by Experimental Engineering Section. 1942 funds now obligated total $32,500,000.
2-13-42 Status of A-9 Winch	Letter from Chief of Coast Artillery to Chief of the Air Corps. Subject: Procurement of the A-9 Winch. Resume: Type A-9 winch is not designed so that the recently standardized 1/4-inch 6 by 1 cable may be used satisfactorily. In view of this, it is requested that an immediate survey be made with a view to cancelling outstanding balances on winch contracts over and above 854 of this type of winch. See entry under date of 3-12-42.
2-19-42 Loan of 2 Blns.	Contract AC-25497 placed with The Goodyear Tire and Rubber Company, which covered the loan of two small dilatable balloons to the Government for a period of 60 days. These balloons were requested by the Coast Artillery for their study and observation.

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2-23-42 Bln. Proc./ Goodyear	Contract AC-24563 placed with The Goodyear Tire and Rubber Company for 700 aluminized Type D-7 ballonet barrage balloons (The American version of the British Mark VII); each $6,579, total cost $4,606,706.
3-12-42 Status of A-9 Winch	I.O.M. to Chief, Field Service Section, W. F. Subject: Procurement of the A-9 Winch. Resume: This letter was prepared to furnish information to Field Service for transmittal to Washington in reply to letter entered under date of 2-13-42. Fixing the maximum quantity of Type A-9 winches to be manufactured was not concurred in for the following reasons: a. It is not possible to determine accurately the time required to design, fabricate, test, and obtain in production quantities a winch suitable for handling 1/4-inch 1 by 6 cable. b. The Type A-9 winch is suitable for the purpose when using 7/32-inch 7 by 7 cable. c. War Department's P. and C. General Directive No. 13 dated January 24, 1942, states that design changes shall be held to a minimum and that production lines should not be shut down pending approval of new designs.
3-13-42 Navy Revised Requirements	TI-729, Addendum No. 7. Subject: Navy Department's Revised Requirements for Barrage Balloon Equipment. Covering: Substitution of 7/32-inch 7 by 7 or 1 by 6 type cable in leiu of 3/16-inch 7 by 19 type.
3-14-42 Proc. of Exp. Winch	Purchase Order No. 42-14158 placed with Marmon-Herrington Company, Inc., for two of their Model BB-1A winches at $9,500 each. These winches have hydraulic storage drum drive and several other deviations from the conventional Type A-9.
3-19-42 Discontinue Use of Vulcan Fabric	Telegrams to Firestone Tire and Rubber Company, Air Cruisers, Inc. and General Tire and Rubber Company. Subject Matter: Discontinue use of fabric supplied by the Vulcan Proofing Company in the manufacture of balloons on existing orders. This telegram was based on balloon failures recently experienced on the West coast.

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3-21-42 Proc. of Exp. Winch	Purchase Order No. 42-15093 placed with Wilson Manufacturing Company, Inc., for one of their Type W-2 winches at $5,335. This winch has hydraulic drive mechanism as standard.
3-24-42 Proc. for Navy	TI-729, Addendum No. 8. Subject: Procurement of Additional Barrage Balloon Equipment for the Navy Department. Covering: Procurement of six hydrogen generators and 480 tons of ferro-silicon.
3-25-42 Bln. Proc./ General	Purchase Order No. 15400 placed with The General Tire and Rubber Company for 8 Type D-9 ballonet barrage balloons and engineering data; each $7,654, total cost $63,932. The Type D-9 balloon is a Materiel Center development, having a gas capacity of 22,000 cubic feet and three air inflated fins.
3-27-42 Bln. Proc./ Firestone	Purchase Order No. 42-15397 placed with The Firestone Tire Tire and Rubber Company for 8 Type D-9 ballonet barrage balloons and engineering data; each $7,725, total cost $64,550.
4-1-42 Transfer of B.B. Project to Corps of Engineers	TI-1054 Subject: Transfer of Functions of Development and Procurement of Barrage Balloon Equipment. Resume: The function of development and procurement of barrage balloon equipment is hereby transferred from the Army Air Forces to the Corps of Engineers. Details of the transfer of these functions to be arranged by direct action between the appropriate offices.
4-1-42 Summary of all Funds Obligated	Report entitled, "Cost Breakdown and Summary of Barrage Balloon Equipment Procured by Experimental Engineering Section, Materiel Division, Wright Field." This report was revised on May 1, 1942. Purpose: To give a comprehensive outline of all funds obligated by this Section from the inception of the barrage balloon program to the present time.
4-1-42 Data Furnished Corps of Engineers	Major W. F. Powers of the Corps of Engineers visited the Materiel Center and was furnished copies of contracts on barrage balloons, winches, cable, hydrogen generators, and winch trucks. He was also furnished copies of applicable specifications and drawings covering these items of equipment.

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4-2-42 Cable Proc./ Amer. Chain	Purchase Order No. 42-17472 placed with American Chain and Cable Company for 20 reels of 1/4-inch 1 by 6 cable in lengths of 7100 feet; each $269.80, total cost $5,396. Change No. 1 dated May 30, 1941, reduced the cost per reel from $269.80 to $177.50
4-6-42 Hy. Gen. Proc./ Indep. Eng.	Purchase Order No. 42-16291 placed with the Independent Engineering Company, Inc., for one hydrogen generator, high pressure, ferro-silicon, mobile, and engineering data; cost $53,069.13. This mobile hydrogen plant has a minimum gas output of 12,000 cubic feet per hour.
4-8-42 Vulcan Fabric Suitable	Teletype No. EXP-T-1204 to Headquarters Fourth Area Command, San Francisco, California. Subject Matter: Request information regarding disposition of General D-4 balloons. Tests of sample porous panels of Vulcan Fabric show that they exceed strength and permeability requirements.
4-9-42 Bln. Proc./ Firestone	Purchase Order No. 16200 placed with The Firestone Tire and Rubber Company for 5 Type D-10 dilatable type barrage balloons and engineering data; each $7,575, total cost $40,625. This balloon is a Firestone development, having three gas inflated fins and a maximum gas displacement of 20,800 cubic feet.
4-10-42 D.P.L. Equipment	Recommended to the Chief of Engineers that he procur 60 complete sets of D.P.L. equipment at a total cost of $10,083.20, which price included tool costs totaling $1,075.40.
4-15-42 Gas Trailer Proc./Air Reduction	Contract AC-25843 placed with Air Reduction Sales Company for 40 hydrogen trailers and engineering data; each $10,167.50, total cost $406,700. These trailers have the same general characteristics as those procured on contract AC-24059, dated January 20, 1942.
4-16-42 Winch Proc./ M.-H. Co.	42 Purchase Order No./16952 placed with Marmon-Herrington Company, Inc., for 5 of their Model BB-4 winches, which are designed to take 1/4-inch single strand 1 by 6 cable and engineering data; each $5,600, total cost $28,500.

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4-19-42 Dwgs. for Mark VIII Bln.	Recommended to the Chief of Engineers that he procure from The Goodyear Tire and Rubber Company two sets of original drawings covering the American version of the British Mark VIII barrage balloon; one set to allow for an effective patterning width of 36.5 inches, the other 39.5 inches. Cost of all such drawings to be $9,967.80.
4-21-42 Cable Proc./ Amer. Steel	Purchase Order No. 42-17473 placed with American Steel and Wire Company for 20 reels of 1/4-inch 1 by 6 cable in lengths of 7100 feet; each $269.80, total $5,396.
4-21-42 Bln. Proc./ Air Cruisers	Purchase Order No. 42-17432 placed with Air Cruisers, Inc., for 8 Type D-9 ballonet barrage balloons and engineering data; each $7,832.50, total cost $67,060.
4-21-42 Winch Proc./ Wilson Mfg.	Purchase Order No. 42-17326 placed with Wilson Manufacturing Company, Inc., for 6 of their Type W-3 winches, which are designed to take 1/4-inch single strand 1 by 6 cable, and engineering data; each $4,855, total cost $29,730.
4-23-42 Procurements Recommended to Chief of Engineers	Recommended to the Chief of Engineers that he procure 11 Type D-9 ballonet barrage balloons from the B. F. Goodrich Company; also, that he procure from the Goodyear Tire and Rubber Company 5 Type D-11 dilatable balloons having three gas inflated fins and a total gas displacement of 22,000 cubic feet, 7 Type D-12 dilatable balloons having three fins, all gas inflated, and a total displacement of 5770 cubic feet, and 16 Type D-13 dilatable balloons having three rigid fins and a total gas displacement of 2300 cubic feet.
5-12-42 Transfer of Personnel	Special Aircraft Unit discontinued and personnel transferred to Miscellaneous Test Unit.
5-19-42 Vulcan Fabric Suitable	Memorandum Report Serial No. EXP-M-51/LA252, Addendum 28. Subject Matter: Results of tests on fabrics taken from General Tire and Rubber Company and Firestone Rubber Company balloons which failed near Seattle, Washington, and which failures were responsible for orders on March 19, 1942, to balloon manufacturers to discontinue use of Vulcan fabric. The test results on these fabrics were favorable.
5-19-42 E.O.'s Closed	Close out requested on all Expenditure Order Nos. pertaining to barrage balloons and related equipment.

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6-22-42 Receipt for B.B. Data	Letter to Engineer Board, Barrage Balloon Section, Memphis, Tennessee. Subject: Shipment of Barrage Balloon Data. Resume: This letter contained a brief description of all data and equipment furnished their office in connection with the balloon project. 1st Indorsement by the Engineer Board, dated June 25, 1942, acknowledged receipt of the data furnished them.
6-23-42 Receipt for B.B. Data	Letter to Chief of Engineers, Washington, D. C. Subject: Shipment of Barrage Balloon Data. Resume: This letter contained a brief description of all data furnished the Chief of Engineers in connection with the transfer of the balloon project. 1st Indorsement by the Chief of Engineers, dated July 9, 1942, acknowledged receipt of the data furnished him.
7-1-42 Conclusion	Since April 1, 1942, the Army Air Forces has cooperated and assisted the Corps of Engineers in every way possible to make the transfer of the complete barrage balloon program to their organization a successful one without interruption to the balloon program.

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England	#30199	Anti Aircraft Defense of London	6000	
"	#28044	Air Defense, p. 5	"	
"	Clip.	Balloon Aprons	5120	
"	2nd Ind.	Barrage Balloons"	"	
"	Letter	Traps for Bombers	"	
"	Extract	"Extract from Translation of French article by G. Fontaine,"	"	
"	Encl.	TRAPS FOR BOMBERS ORDERED BY BRITAIN	"	
"	Clip.	FRANCE PREPARES FOR AIR ATTACK Wash.D.C. Star 8/11/36	"	
"	Misc.	Air Defense System --Balloon Aprons.	"	
"	#38579	" Balloon Barrage	9800	
"	#38714	Barrage Balloon Group	"	
Germany	#D-14,969	Evaluation of Report of Bal.Et.1936	5120	Germany
France	#21,805-W	Aerial Protective Balloon	"	France
"The Airship"		BALLOON APRONS AND A LITTLE HISTORY		
McCook Field, Engr. Div. 3/301926		"GENERAL CHARACTERISTICS OF OBSERVATION, BARRAGE AND TRIANGULATION BALLOONS U.S.ARMY AIR SERVICE - GENERAL CHARACTERISTICS OF TRAINING, RACING, PROPAGANDA AND SUPPLY BALLOONS.		
France #6233-W 10/25/22		Balloons De Propection (BARRAGE BALLOONS"	D-52.8 65	
20,614-W		Barrage Balloon Development, July 11,1934	2nd Ind.	
23,613-W		" " which are Standard Eqpt. in France	2nd Ind.	1937
23,615-W		Cost of AERIAL PROTECTION BALLOONSetc.	7/31/37 Letter	
23,614-W		AERIAL Protection Balloons. with 13 Encls. A, B,C,D,E,F,H. Encl. 7, 9, 10-J, K, L, M. 2 extra copies of Report with Encls. 9 & 10 attached.	G-2 Report	SECRET.
23,500-W		c. of Letter for Maj.Powers, p.2	5120	

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"	"	678	" "	Nov.25, "
"	"	240	BALLOON BARRAGES	Mar. 3, 1937
"	"	308	A SUGGESTION FOR BALLOON APRONS	Mar.10, "
"	"	450	BALLOON APRONS & - - - -	Apr.14, "
"	"	217	THE BALLOON BARRAGE - - - - - - - - - - -	Feb. 24, "
"	"	191	BALLOON APRONS - - - - - - - - - - - - - -	Feb. 17, "
"	"	-	Spotting Problems	Dec. 2, "
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" "	"	5,	AIR DEFENCE OF THE FUTURE	Jan.28, "
" "	"	7,	HISTORY OF BALLOON BARRAGE	
			DEFENSE - - - - - - -	Mar.25, "

Revue de l'Armee de l'Air, Page 863, Emploi des ballons la defense seriense April, 1936
(Encl. to #23,613-W)
" " " Reglement Provisoire de Manouvre de L'AERONAUTIQUE, 1930
Pages, 40-Action de l'Aerostation de protection
" 41-IV - Aerostation de Protection
" 68-d. " " "
" 83-IV. Balloons de Protection
" 115 - Exemple de Deploiement De Deux Ballons De Protection.

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A.C. MATERIEL DIVISION. Air Corps Technical Report(No. 298 -Translation.)
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BY UPSON. CHANDLER. Page 136 Barrage (Protection) Balloons.

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DATA FURNISHED TO ARMY AIR FORCES A-2

I. Photographs.

1. Balloons.

(a) Type A-1

20899, 20900, 20901, 20902, 20903

(b) Type D-2

23713, 23714, 23715, 23716, 23717, 2371[illegible]

(c) Type D-2a

63644, 63645, 63646, 63647, 63648, 63649, 63650, 63651, 63652

(d) Type D-4

83740 - 83748 inclusive
72614, 75358, 81665, 71945, 71946, 71947, 71948, 72605, 72606, 72608, 72622, 84532, 82059, 82058

(e) Type D-5

78698, 78701, 78702, 76812, 76813, 76814, 76816

(f) Type D-6

76282, 76281, 76283, 76279

(g) Type - High Altitude

78693, 76214, 78718, 78717, 78700, 78694

(h) Type D-3

75019, 75021, 75032, 74538, 74540-74545 inclusive, 75018, 75023

2. Winch and Trailer for Gas Cylinders, 80100

3. Winch A-7
36543

II. Reports

1. Service Test Requirements on D-2 No. 237 dated 8-15-29
2. Project Records L-14 on D-2, pp 9 to 15, inclusive.
3. " " L-17 on BB Winch pp. 3,7, and 8

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4. Project Records L-19(e) on BB Winch A-7 pp. 1 and 2

5. " " G-1, Vol. 1 " " A-7 pp. 3 to 6 inclusive

6. Performance and Dimensional Characteristics of Barrage Balloons:

(a) D-3 Goodyear 2 pages
(b) D-4 Air Cruiser, Inc. 2 pages
(c) D-4 General " "
(d) D-4 U.S. Rubber " "
(e) D-5 Goodyear " "
(f) D-6 Firestone 2 "
(g) D-6 Air Cruiser 2 "
(h) High Altitude - Goodyear 2 pages

7. Performance and Dimensional Characteristics of Winches

(a) A-9 - Marm. Herr. 3 pgs.
(b) A-10 - " " 2 pgs.
(c) A-11 " " 3 pgs.

8. ESMR L/A-51-221 dated 4-4-39 on D-2A 11 pgs.

9. Tent. Military Char. Ballonet - Type B.B. dated 1-1-42 1 pg.

10. B.B. and Related Equipments Development August 1937 to July 1942 22 pgs.

11. Bibliography of B.B. 2 pgs.

12. Drawing No. S-72780 Hubbard Steel Wing Anchor

III Inter-Office Memorandum

1. To: Chief - L/A Section

Subj: Breakaway & Destriction of B.B. 6-14-26

2. To: Chief - L/A Br.

Subj: Test of B.B. at Langley Field 4-8-27

3. To: Chief, Exp. Engr. Sec., Wright Field

Subj: Eqpt. for B.B. Organiz. 9-2-41

4. To: Chief, Exp. Engr. Sec., Wright Field

Subj: Status of B.B. Eqpt. Undated

5. To: Chief, Exp. Egr. Sec., Wright Field

Subj: B.B. Eqpt - Breakdown of 1941 funds 11-30-40

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IV Correspondence

1. To: Chief Matl. Div.
   Subj: D-2A 6-19-39

2. To: Lt. Col. A.W. Barry
   Subj. Barrage Balloons
   10-23-30

3. To: Chief of Air Corps
   Subj: Barrage Balloons
   9-19-30

4. To: Adjutant General
   Subj: Military Characteristics of B.B.
   12-14-38 (Confidential)

5. To: Co. Officer Air Corps Troops
   Ft. Sill, Okla.,
   Subj: B.B. Tests
   2-1-39

Received by _____

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HISTORICAL BRANCH A-2

CIRCULATION SLIP

Date 4/6/43

___	Colonel Lober	___	Mrs. Turowski
___	Colonel Adamson	___	Miss Scott
___	Colonel Harmel	___	Miss Williams
___	Major Dix	___	Miss Maguire
___	Major Williams	___	Mrs. Cook
___	Major Jones	___	Miss Jackson
___	Major Laub	___	Mrs. Gregg
___	Major Powel	___	Miss Shaw
___	Captain Murray	___	Miss Clifford
___	Captain McCoy	___	Miss McCarney
___	Lt. Newman	___	Mrs. Drucker
___	Sgt. Gardner	___	Miss Epley
___	Sgt. England	___	
___	Sgt. Paul	___	
___	Mr. Baldwin	___	
___	Mr. Mooney	___	
___	Mr. Claussen	___	
✓	Mr. Thompson	___	

3-3118, AF

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Weather Forecast
Light showers and cooler this evening. Temperatures today—Highest, 61, at noon; lowest, 44, at 6:45 a.m.
Fuel oil consumption should be 80 per cent of allotment for the current heating season.

New York Markets, Page A-21.

The Evening Star
WITH SUNDAY MORNING EDITION

91st YEAR. No. 36,129. WASHINGTON, D. C., THURSDAY, APRIL 1, 1943—FORTY-SIX PAGES. *

Washington and Suburban

New Stand by Rommel Indicated As Allied Forces Tighten Vise; 100 Fortresses Pound Sardinia

Patton Junction With 8th Army Appears Nearer

By the Associated Press.

British and American troops today squeezed tighter the vise on Axis divisions in Central Tunisia and there were indications that Marshal Erwin Rommel might be attempting a new stand after four days of retreat from the Mareth Line.

At the same time Allied headquarters reported that the British 1st Army in the north was making "good progress" in its new offensive toward the Axis-held naval base at Bizerte. Its vanguards were less than 34 miles away.

A bulletin said British 8th Army troops had made contact with Axis "prepared positions" north of Oudref, which lies 12 miles beyond Gabes.

By contrast, yesterday's Allied communique said Gen. Sir Bernard L. Montgomery's 8th Army veterans were encountering only "hastily constructed defenses"—apparently little more than road blocks—in their pursuit of the Axis chieftain.

Military sources at Allied headquarters said the line was about 12 miles north of Oudref, flanking the coastal highway north to Sfax and well above the Gabes bottleneck.

The communique said American troops commanded by Lt. Gen. George S. Patton, jr., "continued

Germans Reported Massing Ships to Evacuate Rommel

By the Associated Press.

LONDON, April 1.—The Daily Mail reported from Madrid today that the Germans had ordered French ships lying in Mediterranean ports to be refitted quickly and sent to Genoa, Spezia, Sardinia and Sicilian ports.

"The obvious inference is that a Dunkerque fleet is being collected for Rommel," the Mail said.

Emergency crews of Italians would man the ships, the paper

Air Armada Attempts to Wreck Axis Base and 'Dunkerque Fleet'

Largest Bomber Force of Kind Hits 26 Ships and Blasts 71 Planes

By the Associated Press.

Allied headquarters in North Africa disclosed today that an armada of nearly 100 Flying Fortresses, the largest single force of its type ever massed, has begun smashing at Axis ships off Southern Sardinia in what appeared to be an attempt to wreck an enemy "Dunkerque fleet" for escape from Tunisia.

Dispatches said the great striking force of Fortresses, strongly escorted by Lightning fighters, attacked the Sardinian port of Cagliari yesterday, hitting 5 merchant ships and 21 smaller craft.

In addition, the Allied raiders destroyed or damaged 57 aircraft on the ground and shot down 14 Axis fighter planes in attacks on three Sardinian airdromes, it was announced.

All planes returned from the mission, the communique said.

The assault on Cagliari, 140 miles north of the Axis-held naval base at Bizerte, crippled a major port for the dispatch of both planes and ships to the armies of Marshal Erwin Rommel and Col. Gen. Jurgen von Arnim.

Of the five merchant ships directly hit, two were left afire. Schooners, coastal craft and motorboats were among others damaged by the raiders.

High explosives were loosed on the factory districts, the water front, the railway freight warehouses, a passenger station, repair yards and a fuel-pumping station. Fires crackled in the debris and enormous columns of smoke arose.

An Italian communique listed 60 killed and 62 injured in the attack on Cagliari.

Heavy machine guns of the Fortresses cut down challenging enemy fighters one by one. There were so many of the big bombers

(See SARDINIA, Page A-20.)

Axis Jitters Rising; Allied 'Chutist Base Reported in Norway

Italy Strengthens Her Defenses in Sicily to Meet Threat of Attack

By the Associated Press.

LONDON, April 1.—Signs of increasing Axis invasion jitters from the Balkan frontier to the Scandinavian Peninsula were high lighted today by a roundabout report that Allied parachute troops had established a base in the Norwegian mountains and had sallied out in raids on Nazi-controlled factories.

150 Killed, 400 Hurt In Fortress Raid on Holland, Nazis Say

Thousands Also Reported Homeless; U. S. Flyers Fight Fierce Sky Battle

By the Associated Press.

LONDON, April 1.—The Nazi-controlled Dutch radio said in a broadcast recorded by the Associated Press today that 150 persons were killed, 400 injured and thousands made homeless by the American Flying Fortress raid yesterday on Rotterdam, chief port of call for German coastal convoys.

Reds Step Up War's Tempo, Take Big Base

Drive Goes On Aft Nazi Stronghold Ea Of Kerch Strait Fal

By EDDY GILMORE, Associated Press War Correspondent.

MOSCOW, April 1.—Overcoming the worst kinds of transportation difficulties, the Red Army struggled today to increase the tempo of its offense despite the bad weather.

In the Kuban Valley of the western Caucasus the Soviet troops drove on from Anastasevskaya, one of the German's last good-sized bases on the astern side of the Kerch Strait. The Soviet midnight communique announced its capture yesterday. The strait is but 42 miles from the town.

There was evidence along other sectors that the Russians, by their great effort at quick consolidation of their gains, were beginning to give the Germans fresh worries. The Nazi commanders had been confident that mud and slush resulting from the spring thaw would halt all operations. Now they were beginning to wonder if their wishes would come true.

(The German communique said today the Germans had repulsed Russian attacks at the Kuban bridgehead and that only local engagements were being fought in other sectors of the eastern front.)

Germans Counterattack.

The midday communique said that on the western front, after artillery duels, the Russians cleared the Germans from some positions, although there was no material change in the front before Smolensk.

The Germans threw numerous sharp counterattacks at the Soviet troops, but gained no objec-

The Forgotten Man.

Congress Determined To Be Represented at Postwar Food Parley

Members May Request Bid From President to Allied Nations Talks

By the Associated Press.

Determination to sit in on a United Nation postwar food conference this month developed in Congress today, with the possibility that a formal bid for an invitation will be sought from President Roosevelt.

Influential lawmakers of both major parties expressed belief that Congress should send its own representatives to serve either as observers or participants in the deliberations, scheduled to begin April 27 at a place yet to be selected.

38 Governments Invited.

The State Department has announced that 38 governments have been invited to send experts to discuss such problems as food produc-

Meat Supply Exceeds D As Buyers Here Save Co

Dealers Consider 'Point Sales' to Purchases and Prevent Spoilage

Meat buying in the District is picking up gradually again, it was reported today, but not fast enough to absorb all the beef, pork and veal now available here.

Retail dealers said they are able to get all the meat they can dispose of, but most of them are buying cautiously until they get a clearer idea of what the demand will be for various cuts under rationing limitations. Some expressed fear that meat on hand was in danger of spoiling unless the demand increased, but they pointed out that stocks could be preserved with only slight loss for another week or 10 days under proper refrigeration.

If it becomes apparent next week, they said, that cer would not be so point values, they vantage of OPA r ting them to fea Many dealers, that by next we tioned meat boug gone and two s pons are valid, heavier demand

Roast Sale

During this fir 16 red points val only large fam points to permit it was pointed sales this week largely to hamb

(See MEAT

Gifts Reported Today

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r Forecast
d cooler this evening.
day—Highest, 61, at
at 6:45 a.m.
should be 80 per cent
current heating season.
rkets, Page A-21.
36,129.

The Evening Star
WITH SUNDORNING EDITION

WASHINGTON, D. C., THURS., APRIL 1, 1943—FORTY-SIX PAGES. * Washington and Suburbs THREE CENTS. Elsewhere FIVE CENTS

An Associated Press Newspaper.

Guide for Readers

Amusements	B-16-17	Obituary	A-12
Comics	B-22-23	Radio	B-23
Editorials	A-10	Serial Story	B-13
Edit'l Articles	A-11	Society	B-3
Lost, Found	A-3	Sports	A-18-19
Night Clubs	A-16	Woman's Pg.	B-14-15

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Air Armada Attempts to Wreck Axis Base and 'Dunkerque Fleet'

Largest Bomber Force of Kind Hits 26 Ships and Blasts 71 Planes

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The assault on Cagliari, 140 miles north of the Axis-held naval base at Bizerte, crippled a major port for the dispatch of both planes and ships to the armies of Marshal Erwin Rommel and Col. Gen. Jurgen von Arnim.

Of the five merchant ships directly hit, two were left afire. Schooners, coastal craft and motorboats were among others damaged by the raiders.

High explosives were loosed on the factory districts, the water front, the railway freight warehouses, a passenger station, repair yards and a fuel-pumping station. Fires crackled in the debris and enormous columns of smoke arose.

An Italian communique listed 60 killed and 62 injured in the attack on Cagliari.

Heavy machine guns of the Fortresses cut down challenging enemy fighters one by one. There were so many of the big bombers

(See SARDINIA, Page A-20.)

Reds Step Up War's Tempo Take Big Base

Drive Goes On Aft Nazi Stronghold Ec Of Kerch Strait Fal

By EDDY GILMORE,
Associated Press War Correspondent.

MOSCOW, April 1.—Overcoming the worst kinds of transportation difficulties, the Red Army struggled today to increase the tempo of its offense despite the bad weather.

In the Kuban Valley of the western Caucasus the Soviet troops drove on from Anastasevskaya, one of the German's last good-sized bases on the astern side of the Kerch Strait. The Soviet midnight communique announced its capture yesterday. The strait is but 12 miles from the town.

There was evidence along other sectors that the Russians, by air, great effort at quick consolidation of their gains, were beginning to give the Germans fresh worries. The Nazi commanders had been confident that mud and slush resulting from the spring thaw would halt all operations. Now they were beginning to wonder if their wishes would come true.

(The German communique said today the Germans had repulsed Russian attacks at the Kuban bridgehead and that only local engagements were being fought in other sectors of the eastern front.)

Germans Counterattack.

The midday communique said that on the western front, after artillery duels, the Russians cleared the Germans from some positions, although there was no material change in the front before Smolensk.

The Germans threw numerous sharp counterattacks at the Soviet troops, but gained no objec-

The Forgotten Man.

48-Hour Week Effective Here, 35 Other Areas

WMC Officials Say Compliance Is 'Good To 100 Per Cent'

By the Associated Press.

The 48-hour work week went into effect in 36 labor-short areas, including Washington, and a survey of affected cities indicated these general results:

1. Compliance, as described by area directors of the War Manpower Commission, was "good" to "100 per cent," and employers are co-operating.

2. No cases of open defiance had been reported to the WMC.

Few Ask Exemption.

3. Requests for exemptions were comparatively few, and came principally from firms with a small number of employes.

4. Few workers will be released for other jobs, largely because virtually all war plants and many other firms in the affected areas already had gone to a 48-hour week, but employers' demands for additional workers will be eased.

The area directors' reports bore out predictions by national WMC officials, but do not necessarily mean the novel presidential order is getting perfect results because:

1. Employers adopting the 48-hour schedule are not required to report, and it is too early to determine whether silence means compliance, evasion or unspoken defiance.

2. All requests for exemptions are not in yet, since the deadline for mailing such requests did not pass until last midnight. Submission of these requests constitutes compliance until they are ruled on.

Two Other Orders.

The order, which affects lumber and non-ferrous metals mines throughout the Nation as well as business and industry in the 36 areas, is one of three manpower actions carrying April 1 deadlines. The two others require:

1. Draft boards to begin reclassifying men in non-deferable occupations as available for immediate induction, regardless of whether they have wives or children. Those registered with United States Employment offices for other jobs will get a 30-day stay of induction.

WMC Officials Pleased.

2. The Army to cease granting outright discharges to men 38 years and older. Instead, men released for work in agriculture or essential

xis Jitters Rising; lied 'Chutist Base eported in Norway

Italy Strengthens Her Defenses in Sicily to Meet Threat of Attack

e Associated Press.

ONDON, April 1.—Signs of easing Axis invasion jitters n the Balkan frontier to the ndinavian Peninsula were lighted today by a round- t report that Allied para- troops had established a in the Norwegian moun- and had sallied out in raids azi-controlled factories.

150 Killed, 400 Hurt In Fortress Raid on Holland, Nazis Say

Thousands Also Reported Homeless; U. S. Flyers Fight Fierce Sky Battle

By the Associated Press.

LONDON, April 1.—The Nazi-controlled Dutch radio said in a broadcast recorded by the Associated Press today that 150 persons were killed, 400 injured and thousands made homeless by the American Flying Fortress raid yesterday on Rotterdam, chief port of call for German coastal convoys.

Congress Determined To Be Represented at Postwar Food Parley

Members May Request Bid From President to Allied Nations Talks

By the Associated Press.

Determination to sit in on a United Nation postwar food conference this month developed in Congress today, with the possibility that a formal bid for an invitation will be sought from President Roosevelt.

Influential lawmakers of both major parties expressed belief that Congress should send its own representatives to serve either as observers or participants in the deliberations, scheduled to begin April 27 at a place yet to be selected.

38 Governments Invited.

The State Department has announced that 38 governments have been invited to send experts to discuss such problems as food produc-

Meat Supply Exceeds Demand As Buyers Here Save Coupons

Dealers Consider 'Point Sales' to Spur Purchases and Prevent Spoilage

Meat buying in the District is picking up gradually again, it was reported today, but not fast enough to absorb all the beef, pork and veal now available here.

Retail dealers said they are able to get all the meat they can dispose of, but most of them are buying cautiously until they get a clearer idea of what the demand will be for various cuts under rationing limitations. Some expressed fear that meat on hand was in danger of spoiling unless the demand increased, but they pointed out that stocks could be preserved with only slight loss for another week or 10 days under proper refrigeration.

If it becomes apparent next week, they said, that certain cuts of meat would not be sold under current point values, they would take advantage of OPA regulations permitting them to feature "point sales." Many dealers, however, believed that by next week, when pre-rationed meat bought by consumers is gone and two series of red coupons are valid, there will be a heavier demand for the larger cuts.

Roast Sales Are Few.

During this first week, with only 16 red points valid for each person, only large families have enough points to permit them to buy roasts, it was pointed out. Consequently, sales this week have been restricted largely to hamburger meat, chops,

(See MEAT, Page A-20.)

Gifts Reported Today

Knutson Calls Parley

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Vichy France.

their attacks on the enemy and made progress" in their drive toward the sea from El Guetar.

40 Miles From Junction.

The Americans in this sector were reported less than 40 miles from a junction with the 8th Army.

"Our armor was engaged but their advance was hindered by mine fields," the war bulletin said, referring to the El Guetar thrust.

The German high command said Axis troops were "engaged again in heavy defense struggles" but asserted that "superior British and North American formations vainly tried to cut off parts of German and Italian troops by outflanking movements."

The Morocco radio said Axis rearguards in the El Guetar sector were withdrawing in an attempt to reach the main forces and avoid entrapment.

"Our forces in Northern Tunisia have now advanced beyond Sedjenane and are making good progress. Much enemy material was captured," the Allied communique said.

Advance Beyond Sedjenane.

Front dispatches late yesterday said French Moroccans, operating with the British 1st Army, had advanced 6 miles beyond Sedjenane, thus approaching within 34 miles of Bizerte.

Italian headquarters said the battle was developing "with particular fierceness in the northern and central sectors" and acknowledged that Rommel had retreated from Gabes and El Hamma "to shorten Axis lines."

The Rome radio said in a broadcast recorded in London that the battle of Tunisia was approaching a climax. The announcer said it was probable that "the British 1st Army and the American Army in their turn will soon assume tasks of no less importance than those of the 8th Army."

The Russian Army newspaper Red Star said Rommel was in serious danger, adding that "our Allies possess sufficient power and battle means to squeeze the ring of their troops around the Italian and German units and exterminate them."

Axis Loses 31 Aircraft.

It was officially announced that the Axis lost 31 aircraft in combat yesterday with the Allied North African air forces, while 12 Allied planes failed to return.

RAF light bombers attacked motor transport and roads in the Mezzouna-Sfax area. Wellingtons of the western desert air force shot up Rommel's traffic south of Bizerte, starting 50 fires and many explosions on a stretch of 1 mile.

Boston and Baltimores escorted

(See AFRICA, Page A-20.)

Canadian Meat Ration To Be 2 Pounds a Week

By the Associated Press.

OTTAWA, April 1.—Canadians, who normally eat about 2½ pounds of meat per person each week, will be cut down to 2 pounds a week under a ration system to go into effect early in May.

Finance Minister James Ilsley, who announced the new step yesterday, said meatless days would be observed in restaurants, hotels and other eating places when plans now in preparation are completed.

[illegible] that "Quisling and the Germans appear to be genuinely alarmed" but said it could not give any confirmation.

The story came to London in Stockholm dispatches which said the Allied parachute base was somewhere in the Hardanger Vidda mountain lakes area, an ideal district for an airdrome, and that it was equipped with a meteorological station.

The London Daily Press quoted the German radio as announcing that Nazi troops are hunting the parachutists, said to be British and Norwegians.

Italy Strengthens Defenses.

On the southern border of the Allied invasion arc, meanwhile, sandro Pavolini announced that candro Pavolini announced that Sicity, off the toe of the Italian boot, had become "a fortified outpost of the European continent itself against any and all attacks coming from the Mediterranean." Only yesterday Italy announced a new mobilization law to be applied in event of invasion.

New German-Italian discussions on continental defense were reported begun.

From Ankara came reports that military quarters there had received intimations the Germans were organizing an "army of the Balkans" for defense against any invasion thrust into Southeastern Europe.

The army would consist, it was reported, of German, Italian, Hungarian, Bulgarian and Croat soldiers specially trained for defense of the rugged Balkan coastlines. One of the ranking German occupation officers, either Lt. Gen. Haarde or an officer identified only as "Maenstein," would be the commander, it was said.

Serbia in Mobilization Plan.

A dispatch to Bern from Budapest declared the Germans now had included Serbia in their total mobilization program with the Nazis empowered to conscript every able-bodied person in the country.

A brief Reuters report from Stockholm said without elaboration that the inner political tension in Berlin never was so great as at present, adding "And it is not entirely due to the air raids."

Reflecting German anxiety over possible outbreaks of hostile elements in occupied lands, the Paris radio announced that from now on persons charged with being Communists and anarchists in France must accept court-designated attorneys instead of choosing their own.

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First Schidam Raid.

It was the first attack on Schidam by the Americans, who twice before have raided Rotterdam. This attack was the ninth in a busy month for heavy American bombers.

Luck rode with the bombers from this particular station, none of which was shot down although a United States Air Force communique said a bomber from another station was lost in the raid.

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Returning flyers reported many explosions and fires on the dock area and on some of the large number of ships they observed in the harbor.

Draw Off Foe's Fighters.

Before heading directly for the target the bombers had engaged in a diversionary maneuver which drew back the enemy fighters almost to the English coast in pursuit. With the Channel obscured by clouds, they fought off vicious attacks by 25 to 30 Focke-Wulf 190s and Messerschmitt 109s, several of which were shot down.

Some crew members said that when they first saw the fighters in the distance they thought they were Spitfires since they were flying in Spitfire formation style. They were just congratulating themselves on having an escort when the approaching planes peeled off and came at them with machine guns and cannons spitting.

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Fight Victim's Appeal Frees Shipmate Needed in War

By the Associated Press.

NEW YORK, April 1.—A man whose anxiety was reflected in his eyes won freedom for a shipmate accused of breaking his spine when he pleaded that the defendant was needed so their ship might not sail short-handed into the war zone.

This forgiveness for the benefit of a world cause occurred yesterday in Cumberland Hospital, Brooklyn, in the room of Bernard Marques, Portuguese oiler on a trans-Atlantic freighter.

Magistrate Charles Solomon, policemen, a clerk of the Brooklyn Felony Court and the court stenographer filed into the room where Marques was stretched out in a plaster cast. So did Armondo Pina, a ship fireman and the defendant.

"Give my pal a break, judge," Marques pleaded. "We had a fight, yes. We were on liberty for 24 hours. We had a couple of drinks. But I don't want my pal to go to jail. He is needed in this war. Every man counts. He's a good man and a good fireman. Let him go back to his ship, judge. He can help out in this war. I can't. I'll do my suffering alone. Please let him go."

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More Activity West of Rostov.

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Russian aviation also was making itself felt again in the sector west of Rostov, the midday war bulletin asserting that an enemy ammunition dump was destroyed by bombers and that 11 German planes were shot down and 6 more damaged by Red Army airmen and anti-aircraft batteries.

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(It was in this region that the German radio yesterday claimed the Russians had lost 64,000 dead and captured in five weeks and that only local engagements now were being fought.)

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Meade Troops Help Fight Timber Fire

Flames Destroy Cannery At Jessup, Md.

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The fire was reported under control by State Forester Joseph P. Kaylor.

The troops were called to aid nine volunteer fire companies, State forestry workers and fire service crewmen from nearby St. Mary's College.

Several families were evacuated and Mr. Kaylor said the blaze which had apparently been brought under control at 2 p.m., broke out again last night at four separate spots.

The blaze was 1½ miles deep at some spots, Mr. Kaylor said.

Fire fighters devoted their main efforts to preventing spread of the flames to farm homes and other buildings.

Fund Drive Over Top

Only $55,513 Needed To Attain Goal Of $1,555,400

Lacking only $55,513 of the $1,555,400 District Red Cross War Fund goal, workers were to submit reports of additional contributions at a luncheon today.

Campaign leaders, in advance of the 12:30 p.m. meeting, did not predict that the drive would go over the top today, but expressed confidence of success before the campaign officially closes April 7.

Progress reports were to be submitted by campaign workers of the city, residential, District, booth, general businesses, Montgomery and Prince Georges divisions. The speaker was to be Ruth Mitchell, sister of the late Gen. "Billy" Mitchell, noted airman.

Federal Unit Reaches Goal.

Although the Federal Government unit went over the top at Tuesday's meeting, Campaign Chairman A. G. Neal urged all units to report today, in the hope of achieving victory in advance of the April 7 closing. Key workers in the Federal division reported Tuesday that additional gifts would be secured, swelling the grand total.

Women volunteers at 65 Red Cross booths throughout the city were cheered by reports on the first full day of their operations, Mrs. Oliver Echols, chairman,

(See RED CROSS, Page A-20.)

Alaska Farm Project Improves Financially

By the Associated Press.

ANCHORAGE, Alaska, April 1.—The Government-sponsored Matanuska Valley farm project, which had only 5 per cent of its colonists in good standing three years ago, rapidly is becoming solvent, Dr. H. C. Hansen, director of the Alaska Rural Rehabilitation Corp., reports.

More than 60 per cent of the colonists now are in good standing financially and making adequate payment on their indebtedness while expanding their production to meet the greatly increased wartime needs of the community, he said. Court actions will be instituted to remove the non-producers and assign their lands to new farmers, now on waiting lists.

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Boys Given Big Casto After Eating Inoculat

By the Associated Press.

NEW YORK, April 1.—Six Staten Island schoolboys came to a hospital clinic early today and without protest swallowed large doses of castor oil after they learned from a radio broadcast that they unwittingly had eaten the flesh of half a dozen hens inoculated with encephalitis.

The six Plymouth Rock hens were reported stolen Tuesday night from Dr. John A. Ward, a West New Brighton veterinarian.

He told police yesterday that he had inoculated the fowl in an attempt to develop an immunity to certain poultry diseases and that their flesh or eggs were "deadly certain poison." Radio alarms were broadcast immediately.

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Fund Drive Over Top

Only $55,513 Needed To Attain Goal Of $1,555,400

Lacking only $55,513 of the $1,555,400 District Red Cross War Fund goal, workers were to submit reports of additional contributions at a luncheon today.

Campaign leaders, in advance of the 12:30 p.m. meeting, did not predict that the drive would go over the top today, but expressed confidence of success before the campaign officially closes April 7.

Progress reports were to be submitted by campaign workers of the city, residential, District, booth, general businesses, Montgomery and Prince Georges divisions. The speaker was to be Ruth Mitchell, sister of the late Gen. "Billy" Mitchell, noted airman.

Federal Unit Reaches Goal.

Although the Federal Government unit went over the top at Tuesday's meeting, Campaign Chairman A. G. Neal urged all units to report today, in the hope of achieving victory in advance of the April 7 closing. Key workers in the Federal division reported Tuesday that additional gifts would be secured, swelling the grand total.

Women volunteers at 65 Red Red Cross booths throughout the city were cheered by reports on the first full day of their operations. Mrs. Oliver Echols, chairman,

(See RED CROSS, Page A-20.)

Alaska Farm Project Improves Financially

By the Associated Press.

ANCHORAGE, Alaska, April 1.—The Government-sponsored Matanuska Valley farm project, which had only 5 per cent of its colonists in good standing three years ago, rapidly is becoming solvent, Dr. H. C. Hansen, director of the Alaska Rural Rehabilitation Corp., reports.

More than 60 per cent of the colonists now are in good standing financially and making adequate payment on their indebtedness while expanding their production to meet the greatly increased wartime needs of the community, he said. Court actions will be instituted to remove the non-producers and assign their lands to new farmers, now on waiting lists.

New Ruml Tax Fight

Republicans Hopeful Of Reviving Issue in Compromise Measure

Republican members of the House Ways and Means Committee were called into a special conference today to work out their strategy for trying to get early action on a compromise pay-as-you-go tax system.

Representative Knutson, Republican, of Minnesota, a leader in the unsuccessful fight for the Ruml plan, asked his fellow GOP members of the committee to meet in his office at 11 a.m. to develop a "united front" in opposition to an indicated move by the Democratic leadership to let the pay-as-you-go issue lie dormant, perhaps for several months.

"I think we ought to let the issue cool off a little," Chairman Doughton of the Ways and Means Committee replied yesterday to a demand by Mr. Knutson that reconsideration of current-payment tax legislation be made the group's "first order of business."

Ruml Defeat Pleased President.

Speaker Rayburn, who took part in a conference of legislative leaders at the White House yesterday, said President Roosevelt seemed happy over the defeat of the Ruml plan by the House, which recommitted the whole issue to the committee Tuesday.

Mr. Knutson said he believed his Republican colleagues would compromise on a proposal by Representatives Robertson, Democrat, of Virginia, and Foran, Democrat, of Rhode Island, to abate the 6 per

(See TAXES, Page A-20.)

Britain Expects Lehman To Arrive in Few Days

By the Associated Press.

LONDON, April 1.—The Daily Herald said today that Herbert H. Lehman, named by President Roosevelt to direct relief and rehabilitation in foreign countries, would arrive in Britain within a few days.

He will meet British officials and discuss the question of relief for occupied countries, the paper said.

Boys Given Big Castor Oil Doses After Eating Inoculated Hens

By the Associated Press.

NEW YORK, April 1.—Six Staten Island schoolboys came to a hospital clinic early today and without protest swallowed large doses of castor oil after they learned from a radio broadcast that they unwittingly had eaten the flesh of half a dozen hens inoculated with encephalitis.

The six Plymouth Rock hens were reported stolen Tuesday night from Dr. John A. Ward, a West New Brighton veterinarian.

He told police yesterday that he had inoculated the fowl in an attempt to develop an immunity to certain poultry diseases and that their flesh or eggs were "deadly certain poison." Radio alarms were broadcast immediately.

Attaches of St. Vincent's Hospital, Staten Island, reported the boys, whose ages ranged from 12 to 16, told them they made off with the chickens to hold an impromptu picnic feast. The boys said no one else had eaten the chickens.

None of the boys appeared frightened or seemed to be suffering any ill effects, the hospital said. The doctor who gave them the castor oil warned them if they became ill to report to the hospital clinic promptly.

The veterinarian said he would not press any charges if all the fowl were returned dead or alive, and he said that if return of the fowl was impossible the carcasses should be buried or burned.

...time.

More than 200 letters, most of them asking exemptions, were on file today with the local War Manpower Commission.

The order affecting the non-deferrables has sent more than 900 men to the local USES in the last three days.

Considering the rush to register in the District when the non-deferrable list was made public eight weeks ago, manpower executives indicated they believed draft officials would not find much of a pool when they tapped the remaining non-deferrables.

A local USES spokesman said a considerable number of placements had been made in essential work here from the ranks of the non-deferrables and that many semi-skilled men had been discovered.

Few Releases Here.

The adoption of the 48-hour week has meant few employe releases here so far, the USES spokesman said. He explained Washington is already a tight labor market and so many firms are understaffed that adoption of the 48-hour week simply gave them more service from the same employes.

The 200 cases filed with the WMC here include requests for exemption as well as statements that employes will have to be let out if some firms go on the longer work week. These firms are given temporary exemptions until their cases are reviewed by the local labor-management committee.

A WMC spokesman said the bulk of the large firms here had already gone on the 48-hour week with "remarkably little adjustment."

Discharges Forbidden.

USES has been able to place a few persons, but employers are not allowed to discharge any employe until USES has been able to place them and that probably will take some time.

"After the smoke clears away," said the WMC spokesman, "probably an appreciable number of Washington workers will have to be absorbed in other work but it will be nothing like the redistribution of labor in industrial cities. Washington probably will be affected less than any other area on the 48-hour week."

National WMC officials expressed satisfaction with early reports on 48-hour week results. They said they had foreseen that the longer work week already prevailing in the 26 areas would mean that few employes would be released for other work.

They said the purpose of the order would be effected by cutting down the labor requirements of firms which would have to tap a tight

(See WAR WORK, Page A-20.)

Minister From Mexico Arrives in Kuibyshev

By the Associated Press.

MOSCOW, April 1.—Luis Quintanilla, Mexico's first Minister to Russia in 10 years, arrived in Kuibyshev by plane yesterday and was greeted by Soviet Foreign Office officials and Western Hemisphere diplomats.

Mexico and Russia agreed to resume diplomatic relations last November 20 after an exchange of notes by their Ambassadors in Washington. Mexico had severed relations with the Soviet in protest at what she called "propaganda activities of Russian diplomatic missions in other American countries."

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Anti-Sabotage Bill May Be Called Up in House Again Today

Foes of Measure See Danger of 'Persecution' Of Innocent Citizens

By the Associated Press.

With an uncertain fate awaiting it, a "death penalty" anti-sabotage bill confronted a generally suspicious House again today for the third time in less than two weeks.

A full day of debate last week and another yesterday resulted in adoption of a solitary amendment and developed a running debate between the veteran Representative Dies of Texas and freshmen Will Rogers, Jr., of California, both Democrats. Chairman Sumners of the House Judiciary Committee, which recommended passage of the bill at the request of the Justice Department, was not certain the measure would be brought up again today, but Majority Leader McCormack said it should be if a War Department civil functions appropriation bill is disposed of without too much argument.

"In all my long years in the House," commented Mr. Sumners, "I have never seen a bill to which there was as little objection, but around which there centered so much suspicion."

"Persecution" Feared.

His reference, he said, was to fears expressed by many members that the broad legislation would enable the department to "persecute" innocent citizens, newspapers or even members of Congress. To suspect the Justice Department of any such intentions, Mr. Sumners said, "is very bad."

He insisted during yesterday's debate that the bill was designed to do only what it purports to do—provide stiff penalties, up to death, for persons who commit hostile acts in war time for the purpose of aiding an enemy nation.

The only progress made on the bill to date was inclusion of an amendment requiring proof that commission of any of the proscribed acts was "wilful." Pending amendments would specifically exempt newspapers from prosecution under the measure.

Representative Rankin, Democrat, of Mississippi proposed the adopted amendment, saying, "I'm not willing to turn over to a bunch of irresponsible bureaucrats the power to persecute people."

Representative Walter, Democrat, of Pennsylvania told the House much of the opposition to the bill came from newspapers which were "daily deliberately distorting the facts" on war news and feared the proposed law could be used against them. Saying he believed much of the alleged distortion was unintentional, Mr. Walter declared it would be "utterly impossible" to use the legislation to persecute a newspaper.

Existing Laws Declared Sufficient.

"It's the Department of Justice down here that some of us fear," commented Representative Hoffman, Republican, of Michigan, who argued the bill "gives further opportunities to these persecutors and Mr. Rogers grew out of a statement by the former that the son of the late humorist had been declaring on the radio that Mr. Dies was "the most widely quoted American in Axis countries."

Mr. Rogers leaped up and said his information had been obtained from the Federal Communications Commission, which intercepts foreign broadcasts. Later he sought unsuccessfully to insert in the Record a letter from FCC Chairman James L. Fly to back up the statement, but Mr. Hoffman objected.

When Mr. Dies challenged the accuracy of Mr. Rogers' information, the Californian said, "it undoubtedly is not true now, but it was true at one time."

Later Representative Cox, Democrat, of Georgia advised Mr. Rogers that he should "learn to use some discretion in choosing the bull that he takes by the tail."

In a statement to reporters, Mr. Rogers said he "did not want to read the FCC letter in full because it was too beautiful a job of stripping a man of his defense" and that he did not want "to create disharmony or disunity" in Congress.

SAN ANGELO, TEX.—BOMBS DROP ON ENEMY DOCKS—A group of AT-11s, advanced trainer bombing planes, drops 90 practice bombs on an "enemy dock area" at the AAF Bombardier School here. The "enemy dock area" was outlined in white gravel on the prairie and blasted in a demonstration in connection with the graduation of an unannounced number of cadets. —A. P. Wirephoto.

Gold Strike Reported

Mexico's national commission for stimulation of mining has taken

NAM Demands Ban On Foremen's Unions

Declares Dual Allegiance Would Curb Production

By the Associated Press.

NEW YORK, April 1.—The National Association of Manufacturers yesterday urged prompt passage of pending legislation designed to prohibit establishment of foremen's unions.

Referring to current hearings before the House Military Affairs Committee on legislation defining foremen and other supervisory employes as being part of management and prohibiting employers from dealing with unions admitting supervisory personnel to membership, the NAM Board of Directors passed a resolution saying:

That the organization was "opposed to any interpretation of the National Labor Relations Board which would permit foremen to unionize for the purpose of bargaining collectively with employers."

These factors were included as a basis for the board's resolution:

The foreman is the "first line" of

destroy his ability to maintain the efficiency and discipline of men under his direction;

Foremen could no longer receive and act on grievances for the management with union foremen supervising union workers.

The resolution said foremen could not logically or practically be at the same time employes for collective bargaining purposes and supervisors for management purposes, saying such dual allegiance could result only in friction and demoralization of war production.

Ration Cards Absorb Wood

Germany has announced that it requires 2,500 tons of wood pulp to make Swedish rationing cards alone.

Lueon Today Ops Campaign Fomphony

...e for $115,000 ...l Continue ...ugh April 15

National Symphony Orchestra its 13th annual sustaining drive today with a luncheon the Hotel Statler at 12:30 o'clthis afternoon.

...drive for $115,000 will last until April 15. The Metropolitan Area will be canvassed by the 360 volunteer workers for the funds to cache orchestra through the 19... season. Milton W. King, chairman, and E. R. Finkenstaedt, vice chairman, will launch the campaign officially.

...Roy D. Welch, head of the ...department of Princeton University, will be chief speaker. Mrs. Joseph E. Davies, member of the National Symphony's Board of Directors, Gen. Ulysses S. Grant, Mrs. Robert McKay, Mrs. Philip Sidney Stinand Mrs. Harlan Fiske Stone will be guests of honor.

The $115,000 goal is the amount estimated for support of the symphony summer season at the Ponce Water Gate, the winter season at Constitution Hall, the students' concert series and the "15¢ concerts for young people between the ages of 15 and 30.

Congress in Brief

By the Associated Press.

Senate:

Recess until Friday.

Agriculture Committee inquires into curtailment of guayule rubber program.

Banking Committee continues study of civilian supply bill.

Small Business Subcommittee hears witnesses on mining and minerals program.

House:

Dates War Department civil functions supply bill.

Military Affairs Committee hears steel industry spokesmen on labor bills.

Naval Affairs Committee inquires into war contractors' profits.

Correction

Miss Marjorie S. Avery was not named the three persons who opened the Allies Inn, originally located in the first block of Sixth street N.W., as erroneously reported in yesterday's Star. Miss Avery at one time was in charge of the storeroom of the Inn at this site.

Waiter Steps Out of Charac... When He Meets Prima Donn...

But You Must Know Of His Love of Music To Understand Why

He arranges the tray and pours the coffee. He picks up your napkin if you drop it. He hovers behind your chair and you wouldn't recognize him if you saw him on the street.

He is, in short, a waiter and a waiter is always part of the background—or almost always.

Take Raymond Lacaille. You think about a waiter having a life of his own or dreams of his own but to understand Raymond you have to know a little about that.

Native of Normandy.

Raymond is a thin, gray-haired Frenchman. He comes from a little town in Normandy. He migrated to America 18 years ago and eight years after he came he found a girl from Alsace and they were married. He has a car and a radio and after the war he and his wife hope to buy a phonograph.

On his night off Raymond lays away his waiter's white coat and takes his wife to hear the music. Raymond loves music. It's part of his half-forgotten dream of France.

In the Normandy village where he lived there was an opera house. Everybody went there to hear the music—the rich people and the poor people. Sometimes they heard the same opera 10 times over, but they always went back and they knew when it was well-sung.

When Raymond was 15 he went to Paris to hear the opera. He has never forgotten it.

Served Vladimir Horowitz.

The day Vladimir Horowitz called room service at the Raleigh Hotel the tray he ordered was some time coming. The pianist was practicing in his suite when Raymond reached the door. The waiter stood outside, listening, until the pianist's hands fell from the keys.

That was one incident for Raymond to remember, but it was nothing compared to the time he stepped out of character.

A delicately accented coloratura voice asked for "room service." Raymond answered the call. In the room was the tiny French prima donna—Lily Pons. It was too much for Raymond.

"I am only a waiter but I must say this," he blurted out in a rush of French, and then he told her how much he admired her voice. Miss Pons asked him if he liked music and he said yes and then they beamed at each other and the prima donna talked to him about music.

His favorite singer?

Lily Pons, of course, "and not just

RAYMOND LACA... Waiter and music... —Star St...

because she is French, ... stand. She is the grea...

That is Raymond, the ... waiter who can't und... and who loves Schube...

The next time you ... phony concert Raym... wife may be sitting ... Even if he poured you ... you won't recognize h... Nobody ever remembe... face.

It is to continue g... thousands of people w... like Raymond that ... now in progress to su... tional Symphony Orc... next season.

Field Rations Sa...

DENVER, April 1 ... Lawrence A. Lawso... officer of Buckley F... base has been plac... tions with a conse... $19,000 in 15 days a... quality or quantity ... men.

Delivery b...

The product... print has bee... 10 per cent ... papers have b... Delivery by ... insure receiv... every evenin... morning. T... tional 5000.

"Is it true, what they say about

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His favorite singer?

Lily Pons, of course, "and not just because she is French, you understand. She is the great singer."

That is Raymond, the little French waiter who can't understand jazz and who loves Schubert.

The next time you go to a symphony concert Raymond and his wife may be sitting beside you. Even if he poured your coffee once you won't recognize him, of course. Nobody ever remembers a waiter's face.

It is to continue giving music to thousands of people who love music like Raymond that a campaign is now in progress to support the National Symphony Orchestra through next season.

RAYMOND LACAILLE, Waiter and music lover. —Star Staff Photo.

Field Rations Save $19,000

DENVER, April 1 (AP).—Brig. Gen. Lawrence A. Lawson, commanding officer of Buckley Field, says the air base has been placed on field rations with a consequent saving of $19,000 in 15 days and no loss in the quality or quantity of food for the men.

Delivery by Carrier

The production of newsprint has been reduced by 10 per cent and all newspapers have been rationed.

Delivery by carrier will insure receiving your Star every evening and Sunday morning. Telephone National 5000.

Rubber Acreage Cut To Aid Food Program Probed by Senators

Group Seeks to Learn If Synthetic Supply Will Be Sufficient

By the Associated Press.

An order drastically curtailing the guayule rubber program drew the attention today of Senate investigators interested in determining whether the synthetic product has been perfected to a point permitting the reduction.

Under an order from the Rubber Administration and the Agriculture Department about 30,000 of 53,000 acres of land leased for production to the guayule plant will be turned back to owners for food production.

That would leave for cultivation approximately 5,000 acres of non-irrigated land and 15,000 of irrigated areas with possibly a few thousand additional acres the Government might not be able to turn back to original owners.

Committee Meets.

The overall guayule planting of 268,000 acres, Senator Downey, Democrat, of California asserted as the Senate Agriculture Committee met to review the situation.

"The big question is whether synthetic rubber has been perfected to the point that we can safely limit the production of natural rubber, feeling assured that production on the additional acreage will not be needed for mixing with the synthetic product," Mr. Downey said.

The guayule program—continuously in controversy—is a phase of rubber production previously given little attention by the committee, which has confined itself to the stimulation of synthetic production from grain alcohols.

Jeffers' Stand Given.

Chairman Gillette said Rubber Administrator William M. Jeffers took the position that the amount of guayule that could be produced by 1945 under a 53,000-acre planting this year would not outweigh the expense in manpower and machinery it would entail, and that the irrigated acreage was more important now as a source of much-needed food crops.

Three California Representatives, Elliott, Democrat, Anderson and Phillips, Republicans, were invited to testify at today's hearing, along with representatives of the Agriculture Department and the Rubber Administration.

Adolf, Benito and Hirohito—the three blind mice. Make them run with War bonds.

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Ration Cards Absorb Wood

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"Is it true, what they say about War Bonds?"

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gold strike near Sahuripa to order an investigation. First reports by the commission say the find of precious metal worth at least $75,000 "in sight."

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A unionized dual allegiance would

HAHN'S DOWNTOWN STORES OPEN THURSDAY 'TIL 9 P.M.

(Uptown Stores Open Daily 9:30 A.M. to 9 P.M.

FLORSHEIM SHOES

STYLED RIGHT... BUILT RIGHT

Most Styles $10.50 *and* $11

Florsheim Square toes are made over authentic lasts, designed exclusively for this streamlined type of shoe. They're built to one standard of quality—the highest. That's why men wear more Florsheim square toes than all other quality makes combined.

Bring Your Sugar Ration Book,
Coupon No. 17 (Do Not Detach)

• HAHN •

MEN'S SHOPS: 14th & G 7th & K *3212 14th *4483 Conn. Ave.
*3101 Wilson Blvd., Arlington *Open Evenings Until 9 P.M.

THEY SAY—"Hey, Bill, I heard that in order to pay for the planes and tanks and guns America needs for Victory, each of us should be putting at least 10 percent of our pay into War Bonds."

IT'S TRUE—"That makes sense to me, Joe. Those things cost plenty of dough."

THEY SAY—"Sure, I know that. And I've got a hunch our soldiers are going to need more and better equipment than any fighting men ever got before!"

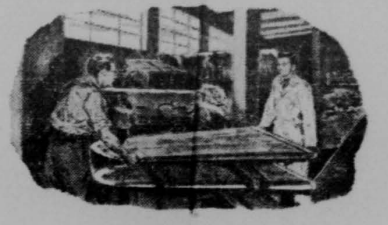
IT'S TRUE—"You bet they will! And here's the way I look at it, Joe. Us guys who can't tote a gun or fly a plane can at least do our share by helping to pay for the things our fighters need."

THEY SAY—"It would be hard to beat that as a sweet investment, wouldn't it? And when you lend your dough to old Uncle Sam, you know he'll make good on his I O U."

IT'S TRUE—"Say! War Bonds are *better* than dollar bills in your pocket, Joe! Not only is each one an ironclad *promise to pay*, backed up by the strongest Government in the world—but it makes *more* money for you all the time!"

THEY SAY—"Supposing a fellow loses some of the War Bonds he buys—or somebody swipes 'em. I guess you want me to believe Uncle Sam will pay off on 'em then."

IT'S TRUE—"He sure will, Joe! Every War Bond you buy is registered in Washington—either in your name, or your wife's name, or whomever you pick. Nothing can happen to prevent your getting that money back—with interest."



THEY SAY—"My wife has the idea, now that I'm earning more money, that War Bonds should be the Number One item on our budget—sort of a savings plan for us and the kids."

IT'S TRUE—"She's a smart woman, Joe. You're going to need a lot of things when this war is over. And there's no better way on earth to get the money for them than to save regularly *now*—by buying War Bonds."

THEY SAY—"Must be a lot of people owning War Bonds by now, aren't there, Bill?"

IT'S TRUE—"A lot of people? Listen! Fifty million of 'em have bought War Bonds—and I'm one of 'em. Fifty million Americans can't be wrong!"

SAVE WITH U.S. WAR BONDS
EVERYBODY...EVERY PAYDAY...

AT

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IT'S TRUE—"That's right as rain, Joe! You get it back—with interest. Every 3 bucks you put in brings you 4 at maturity.

THEY SAY—"It would be hard to beat that as a sweet investment, wouldn't it? And when you lend your dough to old Uncle Sam, you know he'll make good on his I O U."

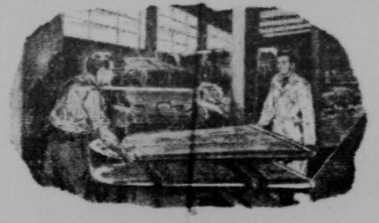
IT'S TRUE—"Say! War Bonds are *better* than dollar bills in your pocket, Joe! Not only is each one an ironclad *promise to pay*, backed up by the strongest Government in the world—but it makes *more* money for you all the time!"

THEY SAY—"Supposing a fellow loses some of the War Bonds he buys—or somebody swipes 'em. I guess you want me to believe Uncle Sam will pay off on 'em then."

IT'S TRUE—"He sure will, Joe! Every War Bond you buy is registered in Washington—either in your name, or your wife's name, or whomever you pick. Nothing can happen to prevent your getting that money back—with interest."

THEY SAY—"One of the boys in the forge shop was trying to tell me that if everybody buys a lot of War Bonds, it helps keep prices down."

IT'S TRUE—"He's right, Joe. Look! Now that the United States is making war goods instead of cars and radios, peacetime goods are getting scarcer. So, if people with a lot of cash in their jeans start bidding against each other for those scarce goods, *up go the prices!*"



THEY SAY—"My wife has the idea, now that I'm earning more money, that War Bonds should be the Number One item on our budget—sort of a savings plan for us and the kids."

IT'S TRUE—"She's a smart woman, Joe. You're going to need a lot of things when this war is over. And there's no better way on earth to get the money for them than to save regularly *now*—by buying War Bonds."

THEY SAY—"Must be a lot of people owning War Bonds by now, aren't there, Bill?"

IT'S TRUE—"A lot of people? Listen! Fifty million of 'em have bought War Bonds—and I'm one of 'em. Fifty million Americans can't be wrong!"

THEY SAY—"Our plant has a Pay-Roll Savings Plan. I'll sign up tomorrow for 10 percent. Hmm—maybe I can make it more than that. I'll see."

IT'S TRUE—"Believe me, Joe, you're not making any mistake when you put every dollar you can into War Bonds—and then a little more!"

SAVE WITH U.S. WAR BONDS
EVERYBODY...EVERY PAYDAY...

AT LEAST 10%

1075

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D. C. Bank Clearings For March Show Modest Upturn

First Gain This Year Due to Tax Checks And Buying Wave

By EDWARD C. STONE.

Bank clearings in March in Washington turned upward and for the first time this year were ahead of the same month a year ago by slightly more than $1,000,000, George H. Bright, manager of the Clearing House Association, reported today.

March clearings in the Capital totaled $159,125,205.22, against $158,090,277.37 in March, 1942, an increase of $1,034,927.85. This small gain compares with a decrease of $2,204,752 in February and a much larger drop of more than $13,000,000 in January. The March upturn indicates that business is stabilizing and that canceled checks during the second quarter will equal and perhaps exceed the same months last year.

Two explanations were given today for the March upturn—scare buying following the shoe rationing announcement and income tax payments in the first two weeks of the month. There was an almost unprecedented rush to buy clothing early, while tax payments caused a tremendous check turnover. Check turnover would have been still greater had not thousands of tax payments been for the first quarter only instead of the year.

Bank clearings in the Capital in the first three months of this year amounted to $448,356,231.95, compared with $463,158,768 in the first quarter of 1942, a decline of $14,802,536.03. The comparisons by months follow:

	1943.	1942.
January	$153,183,172	$166,815,884
February	136,047,854	138,252,606
March	159,125,205	158,090,277

Utility Earnings Improve.

In the first two months of this year three of Washington's four big utility corporations reported larger net earnings to the Public Utilities Commission than a year ago in spite of higher taxes and other operating expenses.

The Chesapeake & Potomac Telephone Co. topped the list with a gain of $192,880, a February increase of $119,426 being an important factor in the results.

The Washington Gas Light Co. stood second with an advance of $36,000 in net income, which totaled $508,741.

The Capital Transit Co. registered an upswing of $16,767, net, amounting to $262,104.45. Taxes totaled $464,563.

The Potomac Electric Power Co. ret in the two months was the largest of any, $751,761, but was $16,519 lower than last year, due to taxes.

Year's Phone Results Told.

On the outside cover of the March Transmitter is a most catchy summary of the 1942 results of operations of the four Chesapeake & Potomac Telephone companies. Telephones in service in Washington on December 31 numbered 357,759; in Maryland, 371,243; in Virginia, 306,076; in West Virginia, 169,422; a total of 1,204,500.

Local and toll telephone calls in 1942 in Washington numbered 812,000,000; Maryland, 536,000,000;

TRANSACTIONS ON THE NEW YORK STOCK EXCHANGE

By Private Wire Direct to The Star.

Stock and Dividend Rate.	Sales—100s	High	Low	11:50	Close.	Net Chge.
Abbott L. 1.60a	1	60¾	60¾	60¾	60¾	
Acme Steel 3	2	49¾	49¾	49¾	49¾	
Adams Exp .45e	4	12¼	12¼	12¼	12¼	
Adams-Mil .50g	1	27¾	27¾	27¾	28	+¼
Addressog h 1	3	20¾	20¾	20¾	20¾	
Air Reduct'n 1a	x9	44	44	44	43¾	
Alaska Juneau	35	5¾	5¾	5¾	5¾	
Alleg Corp	21	1¾	1¾	1¾	1¾	
Alleg pf xw	15	15¾	14¾	15¼	15	
Alleg $30 pf ww	13	15¾	15¼	15¾	15	
Alleg prior pf	5	31½	31¾	31½	30½	
†Alleg&West 6	50	71	71	71	64	
Allen Indus .75e	1	9¾	9¾	9¾	9¾	
Allied Chem 6	1	158¼	158½	158½	158¾	
Allied Strs .30g	3	9¾	9¾	9¾	9½	
Allis-Chal .25g	2	34¾	34¾	34¾	34¾	
Amerada (2)	1	78	78	78	78	
Am Ag Ch 1.20	2	27¾	27¾	27¾	27¾	
Am Airlin 1.50e	2	61½	61	61½	60¾	
†Am Bk N pf 3	10	54¼	54¼	54¾	55½	
Am Cable & R	2	5¾	5¾	5¾	5¾	
Am Can 3	1	83	83	83	82	
Am Car & F 1g	28	35¾	34¾	35¾	34½	
Am C&Fpf 8.50g	2	69¾	69¾	69¾	68¾	
Am Chain .50g	4	23¾	23	23¾	22½	
†Am Chicle 4a	50	107	107	107	107	
Am Cryst .25g	1	17	17	17	17¾	
†Am Cry S pf 6	80	101	101	101	100½	
Am Export .50g	5	27¾	27¼	27¾	27	
Am&Forn Pwr	8	4	4	4	4	
Am & F P 2d pf	4	13¾	13¾	13¾	13¾	
Am HomeP 2.40	1	63	63	63	63½	
Am Ice	17	4¾	4¾	4¾	4¾	
†Am Inv pf2.50	106	43	43	43	43	
Am Locomotive	49	14¾	14½	14¾	14¾	
Am Lo pf 1.75k	4	96	95¾	96	95	
Am Metals (1)	1	26¾	26¾	26¾	26¾	
†Am News 1.80	70	31	31	31	31	
Am Pwr & Lt	1	1¾	1¾	1¾	1¾	
Am P & Lt 6 pf	2	27½	27½	27½	27¾	
Am P & Lt 5 pf	2	24¼	24¼	24¼	24¼	
Am Radiat .15g	24	9¾	9¾	9¾	9¾	
Am Roll M .20g	1	13¾	13¾	13¾	13¾	
Am Sm&Ref 2	3	47¾	47¾	47½	47¾	
†Am Sm&Rpf 7.a	70	150	150	150	151¼	
Am Snuff 1.20g	1	44	44	44	43	
Am Sti Fy .50g	10	26½	26¾	26½	26¾	
Am Stores .50g	2	13¾	13¾	13¾	13¼	
Am Store .20g	2	14¼	14¾	14¾	14¼	
Am Tel & Tel 9	5	142¾	142¾	142¾	142¾	
Am Tob (B) 3a	2	53¾	53¾	53¾	53¾	
†Am Tob pf 6	100	137¾	137¾	137¾	137½	
Am Viscose .50g	6	35¾	37¼	37½	37¾	
Am Water Wks	81	5¾	5¾	5¾	5¾	
Am Wool pf 3a	1	66½	66¾	66½	65½	
Anaconda .50g	6	29¼	29¾	29¾	29¼	
†Anch H G pf 5	30	113	113	113	113	
Armour (Ill)	7	4¾	4¾	4¾	4¾	
Arm (Ill) pf	1	56½	56½	56½	56½	
Armstrong .25g	1	34¾	34¾	34¾	34¼	
Asso Dry G .50g	11	10¾	10¾	10¼	10¾	
†Asso DG 2d 7	140	74	74	74	73½	
A T & S F 1.50g	4	54¾	54¾	54¾	54¾	
A T & S F pf 5	1	79	79	79	79	
Atl Coast L 2e	15	33¾	33¾	33½	33¾	
Atl Refin .15g	7	23¾	23½	23¾	23¾	
†Atl Refin pf 4	10	110¼	110¼	110½	111¼	
Atlas Corp .25g	6	11¾	11¾	11¾	11¾	
Aviation .25e	36	5¼	5¼	5¼	5¼	
Baldwin Loc 1e	11	17½	17½	17½	17½	
Balto & Ohio	16	8	8	8	8	
Bangor&Aroos	2	11¼	11	11	11¼	
Barber Asphalt	3	17¼	17	17	17¼	
Bark Bros .50e	7	8	8	8	7¾	
Bath Iron W 1g	2	19¾	19¾	19¾	19½	
Beatrice Cre 1a	2	28¼	28¼	28¼	27¾	
Bell Aircft 2e	3	19¼	19¼	19¼	19¼	
Best Foods .60	14	11¾	11¾	11¾	11¾	
Beth Stl 1.50g	7	68	67¼	67¾	67¾	
Bigelow-S .50g	2	34½	34½	34½	34½	
Blaw-Knox .25e	1	8¾	8¾	8¾	8¾	
Boeing Airpl 1e	2	20¾	20¾	20¾	20¾	
Bohn Alumn 2	1	52½	52½	52½	52¼	
Borden .30g	5	26¼	26	26¼	26¼	
Bost & Maine	6	5¼	5	5	5	
Bower R B .50g	5	33	32¾	33	32½	
Bridgep't B .25g	2	12	12	12	11¾	
Briggs Mfg 2	1	27¾	27¾	27¾	27½	
Bucyrus .125g	2	9¼	9¼	9¼	9	
Budd Wheel 1e	12	10¾	10¾	10¾	10¾	
Bullard .50g	13	24¾	23	24¾	22¾	
Bulova Watch 2	2	31½	31½	31½	31¼	
Burl'n M .35g	58	25¼	25¼	25¼	25¼	
B M pf cld 2.75	3	61¼	61¼	61¼	55	
Burl'n Mpf 2.50	1	61¼	61¼	61¼	60½	
Burr's Ad M .60	4	12¾	12¼	12¾	12¼	
Bush Terminal	4	4½	4½	4½	4½	
Butler pf 1.50	1	24	24	24	23¾	
Butte Cop .25e	1	4¼	4¼	4¼	4¼	
Byers (A M)	6	15¼	15¼	15¼	15¼	
†Byers pf 3.63k	20	78¾	78¾	78¾	79½	
Byron Jac .35g	1	21¼	21¼	21¼	21¼	
Calif Pack 1.50	13	29¼	28¾	29½	28¾	
†CalPkg pf 2.50	70	55¼	55¼	55¾	55½	
Callahan Zinc	1	1¾	1¾	1¾	1¾	
Calum & H .35g	x	8¾	8	8	8	
Canada Dry .60	2	18½	18½	18½	18½	
Canadian Pac	55	9¼	9¼	9¼	9¼	
Carpen Stl .50g	1	29¾	29¾	29¾	30¾	
Caterpillar Tr 3	3	46¾	46¾	46¾	46¾	
Ford Mach .35g	1	46	46	46	45¾	
FranciscoSugar	1	8¾	8¾	8¾	8¾	
Freeport Sul 2	2	35¾	35¾	35¾	35¾	
Gair (Rob) .25e	3	3¼	3¼	3¼	3¼	
†Gamewell .50g	10	25	25	25	25½	
Gar Wood .25g	8	5¼	5¼	5¼	5¼	
Gaylord .50a	1	14¼	14¾	14¼	14¾	
Gen Am In .40e	2	9¾	9¾	9¾	9¾	
Gen Am Tr 2e	4	44	44	44	44	
Gen Baking .30g	5	8¾	8¾	8¾	8¾	
†Gen Bak'g pf 8	10	136½	136½	136½	137	
Gen Bronze	4	6¾	6¾	6¾	6¾	
Gen Cable	1	6¾	6¾	6¾	6¾	
†G Cab pf1.75k	70	84¾	84¼	84½	84½	
†Gen Cigar pf 7	10	141	141	141	139	
Gen Elec 1.40	12	37¾	37¾	37¾	37¼	
Gen G&E (A)	8	2¾	2¾	2¾	2¾	
Gen Motors .50g	13	50¼	49¾	50	50¼	
Gen Mot pf 5	1	128¾	128¾	128½	128¼	
Gen Outdr .20e	1	3¾	3¼	3¾	3¾	
Gen Precis .25g	5	20	19¾	20	20	
Gen Ry S .25e	7	18¾	18¾	18¾	18¾	
Gen Shoe .25g	1	13¾	13¾	13¾	13¾	
†Gen Sc'pf 1k	10	75¾	75¾	75¾	75½	
GenTelephl .60	2	20¾	20¾	20¾	20¾	
Gen Tire .50g	1	20½	20½	20½	20¾	
Gillette .45e	1	8¾	8¾	8¾	8	
Gimbel Bros	5	8¾	8¼	8¾	8	
Gimbel pf 6	1	72¾	72¾	72¾	73	
Glidden .30g	5	20¼	20¼	20¼	20¼	
Gobel (Adolf)	1	1	½	½	½	
Goebel Brew .20	1	2¾	2¾	2¾	2¾	
†Gold Stk Tel 6	10	91	91	91	92	
Goodrich .25g	4	38½	38½	38½	38¼	
Goodrich pf 5	1	94	94	94	94	
Goodyear 50g	8	36¼	36¼	36¾	35¾	
Goodyear pf 5	1	97	97	97	96¾	
Graham-Paige	8	2	2	2	2	
Granby .60	2	5¾	5¾	5¾	5¾	
Grt Nor pf 2e	3	30	29¾	30	30¾	
Great W Sug 1g	2	26	26	26	26	
†Great WS pf 7	10	144	144	144	143½	
Green (HL) 2a	6	40¼	40¼	40¾	40¾	
Greyhound (1)	7	17¼	17	17¼	17¼	
Guantanamo S	2	3¼	3¼	3¼	3¼	
Gulf Mob & O	7	7¼	7¼	7¼	7¼	
GM&O pf 2.50e	3	38	38	38	37¾	
Hall Printing 1	2	14¼	14¼	14½	14½	
Hazes Ind .15g	4	9	8¾	9	8½	
Hazes Mfg Co	4	2¾	2¾	2¾	2¾	
Hercules Mot 1	3	17¼	17¼	17¼	17¼	
Hollander .50g	2	12¼	12¼	12¼	12	
Homestake Min	12	39	38¾	38¾	38	
Houd-H B .25g	2	13¾	13¾	13¾	13¾	
Household P 4	1	49¾	49¾	49¾	51	
Houston Oil	19	7¾	7¼	7¾	7¾	
Howe Sound 3	3	40	39¾	40	38¾	
Hudson & Man	1	1¾	1¾	1¾	1¾	
Hudson Bay h2	7	28¾	28¾	28¾	28¾	
Hudson Motor	2	8	8	8	9¼	
Hupp Motor (r)	1	1¾	1¾	1¾	1¾	
Ill Central	17	13¾	13½	13¾	13½	
†Ill C lid lns 4	80	42¾	42½	42¾	42½	
Ill Central pf	7	28¾	28	28¾	27½	
Indian Refining	1	12¾	12¼	12¾	12¾	
Indust Rayon 2	1	38¾	38¾	38¾	38¾	
Inger-Rd 1.50g	2	96¾	96¼	96¾	96½	
Inspir Cop .25g	13	13¾	13¼	13¾	13¾	
Intercont R 1e	5	8¾	8¾	8¾	8¾	
Interlake .50e	12	8¾	8¾	8¾	8¾	
Int Harvest 2	3	68¾	68¾	68¾	68¾	
Int Mer Marine	56	14¾	14¼	14¾	13¾	
Int Nick(Can)2	15	36¼	35¾	35¾	36	
Int Pap & Pwr	25	12¾	12¾	12¾	12¾	
Int Pap&P pf 5	1	58¾	58¾	58¾	59	
Int Silver .75e	4	44¼	44	44¼	44	
Int Tel & Tele	107	9¼	8¾	9¼	8¾	
Int T&T Pur cfs	25	9¼	9	9¼	8¾	
†Interst DSpf 7	30	97	97	97	98	
Johns-M .50g	2	85½	85½	85½	85½	
Jones&Lau 1g	3	25¼	25¼	25¼	25¼	
Jones&L pf B 5	1	79	79	79	79	
Joy Mfg .20g	2	12¼	12	12	12¼	
Kalamazoo S .60	2	16	16	16	16	
Kan City Sou	30	9	8¾	8¾	8¾	
Kaufm DS .50g	3	11	10¾	11	10½	
Kels-H A) 1.50	1	17¼	17¼	17¼	17¼	
Kels-H (B) .75g	1	13¾	13¾	13¾	13½	
Kennecott .50g	20	34¼	34¼	34¼	34½	
Kresge SS .25g	2	22¾	22¾	22¾	22¾	
Kroger Groc 2	1	26¼	26¼	26¼	26¾	
Lambert 1.50	1	23¾	23	23¾	23	
†Leh P C pf 4	10	115	115	115	113	
Leh Vall C pf	2	14	14	14	14¼	
Leh Valley RR	10	5¾	5¾	5¾	5¾	
Lehman Co (1)	6	30¼	29¾	29¾	29¾	
Lehn&Fink .35g	5	18½	18¼	18½	18	
Libby-O-F .25g	3	36½	36¾	36¾	36½	
LibMcN&L 4be	5	6¾	6¾	6¾	6¾	
Ligg & My B 3	1	69	69	69	69	
Lily Tul C 1.50	2	27	27	27	27	
Lima Loco .50g	1	35¾	35¾	35¾	35½	
Liquid Carb 1a	1	18¾	18¾	18¾	19	
Lockheed A .50g	6	23¼	23¼	23¼	23¾	
Loew's Inc (2)	3	57	56¾	57	56¾	
Lone Star G 3	2	44¼	44¼	44¼	44¾	
Long-Bell (A)	1	8¾	8¾	8¾	9	
Loose-Wiles 1	4	24¾	24¾	24¾	24½	
McAn & F .55g	1	23¾	23¾	23¾	23¾	
Mack Trucks 3e	4	36½	36¾	36¾	36½	
Macy (RH) 2	1	25¾	25¾	25¾	25¾	
Magma Cop .50g	2	22¾	22¾	22¾	22¾	
Manati Sugar	2	5¼	5¼	5¼	5¼	
Mapl Shirt 1	1	19¼	19¼	19¼	17¼	
Pure Oil .50e	24	17¼	17	17	17¼	
Pure Oil pf 5	1	99¾	99¾	99¾	99¾	
Quaker State 1	2	12¾	12¾	12¾	12¾	
Radio .50g	32	8¼	8¾	8¾	8¾	
Radio-K-Or	10	7¼	7¼	7¼	7¾	
†Ry Sec(Ill st)	200	10¾	10	10¾	9¾	
Rayonier .25g	1	13¾	13¾	13¾	13¾	
Rayonier pf 2	1	29	29	29	28¾	
Reading (1)	3	19¾	19¼	19¾	19¾	
Real Silk Hose	1	4½	4½	4½	4½	
RemRand .50g	12	15	14¾	14¾	15	
R-R pf ww 4.50	2	77¾	77¾	77¾	78	
Repub Stl .25g	1	17¾	17¼	17¾	17¾	
Revere Copper	3	8¾	8¾	8¾	8¾	
†Rev C pf 5.25	100	70	70	70	69½	
Reyn Metls .50g	1	11	11	11	10¾	
Reyn Sprg .15e	6	9¾	9¾	9¾	9¼	
Richfield .50e	1	9¾	9¼	9¾	10	
Rossn Ant .15g	1	8¼	8¼	8¼	8¼	
Ruberoid .15g	2	24½	24¾	24¾	24¾	
Safeway Strs 3	5	39½	39¼	39¾	39	
StJoeLead .50g	2	36¼	36	36¼	36¼	
St L-San Fran	1	½	½	½	½	
St L-San Fr pf	1	¾	¾	¾	¾	
Schen Dist 1e	15	29¾	29¼	29¾	29¾	
Scab'd A L (r)	7	5¾	5¾	5¾	5¾	
Sears Roeb 3	6	69¾	69¾	69¾	69¾	
Servel Inc 1	2	14¾	14¾	14¾	14¾	
SharpeM D .25g	5	13¾	13¾	13¾	13¾	
Shattuck .40	1	8¾	8¾	8¾	8¾	
†Sheaff Pen 2a	10	39¾	39¾	39¾	39¾	
Shell Un Oil 1e	2	24¼	24¼	24¼	24¾	
Silver King .20g	1	4¼	4¼	4¼	4¼	
Simms Co1.25e	6	25½	25¾	25¾	25¾	
Simms Petrol	1	1½	1½	1½	1½	
†Sloss-Sh 1.50g	170	97	96	97	95	
Smith (AO) 1e	1	29¾	29¾	29¾	29¾	
Smith & Cor 2	2	20¼	20¼	20¼	20¾	
Snider Pkg .75g	13	25¼	24¾	25¼	24¾	
Socony-Vac .50	18	13¾	13	13	13	
So A Gold .10g	8	3¾	3¼	3¾	3¾	
So P Rico S 1g	1	23¾	23¾	23¾	23¾	
SE Greyh 1.50	2	19½	19½	19½	19¾	
Sou Cal E 1.50	5	24¼	24¼	24¼	24¾	
Sou Nat G .25g	4	13¼	13¼	13¼	12¾	
Sou Pacific 1e	68	23¾	23¼	23¾	23¾	
Sou Railway 2g	21	26¼	26¼	26¼	26¾	
Sou Rypf a 7.5g	12	46¼	46¼	46¼	46¾	
Sparks W .15g	3	4¼	4¼	4¼	5	
Sperry 1.50e	2	33¾	33¾	33¾	34¼	
Spicer Mfg .50g	3	38¾	38½	38¾	38	
Spiegel, Inc	1	5¼	5¼	5¼	5¼	
†Spiegel pf 4.50	30	46¼	46	46¼	46	
Std Brands 10g	17	6¼	6¼	6¼	6¾	
Std Gas & Elec	12	¾	¾	¾	¾	
Std G&E $4 pf	11	2¼	2¼	2¾	2¾	
Std G&E $7 pf	8	21¾	21¾	21¾	21¾	
Std Oil Cal .40g	12	34¾	34¼	34¾	34¾	
Std Oil Ind (1)	11	32	31¾	32	32	
Std Oil N J 1a	29	53¾	53¾	53½	53¾	
StdOil Oh 1.50	2	44¼	44¼	44¼	44¾	
Stew Warn .50e	1	11¾	11¾	11¾	11¾	
Stone & W .75e	7	9¼	9	9¼	9¼	
Studebaker .25g	8	10¼	10¼	10¼	10¾	
Sunshine M .15g	10	7¼	7¼	7¼	7	
Sup Oil .05e	16	3¼	3	3¼	3¼	
Super Stl 1.20	2	28¾	28¾	28¾	28¾	
Swift&Co 1.20a	2	25¼	25¼	25¼	25¾	
Swift Intl 2	2	33¾	33¾	33¾	33¾	
Sprly's El .25g	5	25¼	25¼	25¼	25¾	
Sym-Gould 60e	8	7¼	7¼	7¼	7¼	
Talcott .40	1	8	8	8	8	
Tax Pac Ry 1e	9	26¾	26¾	26¾	26¾	
Texas Co 2	4	49¾	49¼	49¾	49¾	
Tex Gulf P .10g	1	5¼	5¼	5¼	5	
Tex Gulf Sul 2	1	39¾	39¾	39¾	40	
Tex PC&O 4.0	1	11¾	11¾	11¾	11¾	
Thatcher Mfg	1	8¾	8¾	8¾	8¾	
The Fair	1	6¼	6¼	6¼	5¾	
†Thermoid pf 3	40	40¾	40¾	40¾	41	
†Third Av Trans	3	4¼	4¼	4¼	4	
Thomp-Starr	1	2¼	2¼	2¼	2¼	
Tide Wat O .60	26	14¾	14¾	14¾	14¾	
Tim-Det A .75g	2	34¾	34¾	34¾	34¾	
Timk R B .50g	1	48	48	48	47¾	
Tri-Conti	5	3¾	3¾	3¾	3¾	
20th Cen .25g	2	8¼	8¼	8¼	8¼	
Twin Coach .50e	8	7¼	7¼	7¼	7¼	
Un Aircraft 1.50g	2	85	85	85	85	
Un Carbide 3	1	92¾	92¾	92¾	93¾	
Un Pacific 6	1	92¾	92¾	92¾	93¾	
Un Pacific pf 4	4	85¾	85	85	85	
Unit Aircraft 1e	6	22¾	22¾	22¾	22¾	
Unit Air L .50g	6	22¾	22¾	22¾	22¾	
United Corp	4	1¼	1	1¼	1¼	
Unit Corp pf 1k	9	20	24¼	25	24¾	
Unit Drug	12	10¾	10¾	10¾	10¾	
Unit Elec Coal	1	7¾	7¾	7¾	7¾	
Unit Fru 1.05e	2	66¼	66¼	66¼	66¾	
Unit Gas .10g	24	8	7¾	8	7¾	
Unit M & M 1a	14	24¾	24¾	24¾	23¾	
Unit Papbd .50e	1	5¼	5¼	5¼	5¼	
Unit Stat P & F 6	20	91½	91½	91½	90¾	
Unit Gypsum 2	4	70	70	70	70	
Unit Corp pf 1.5	9	20	24¼	25	24¾	
Unit Aircraft 1e	6	34¾	34¾	34¾	34¾	
Unit

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ACTIONS ON THE NEW YORK STOCK EXCHANGE

...t to The Star.

	Sales	High	Low	11:50	Prev. Close
	60	60¼	60	60¼	60¼
	49	49¼	49	49	49¼
	12	12¼	12	12¼	12¼
	27	27¾	27¾	28	27¾
	20	20¼	20	20½	20¼
	44	44	43¾		
	5	5¼	5	5¼	5
	1	1¼	1¼		1¼
	14	15¼	14¾	15	15
	15	15¼	15		15
	31	31½	30½		30½
	71	71	69		69
	9	9¼	9¼		9¼
	158	158½	156¾		156¾
	9	9¼	9¼		9¼
	34	34¼	34¼		34¼
	78	78	78¼		78¼
	27	27¼	27¼		27¼
	61	61½	60¾		60¾
	54	54¾	55¼		55¼
	5	5¼	5¼		5¼
	82	82	82		82
	35	35¾	34½		34½
	69	69¼	68¾		68¾
	23	23¾	22¾		22¾
	107	107	107		107
	17	17	17¼		17¼
	101	101	100½		100½
	27	27¼	27		27
	4	4	4		4
	13	13¾	13½		13½
	63	63	63¼		63¼
	4	4¼	4¼		4¼
	43	43	43		43
	14	14¾	14¼		14¼
	96	96	95		95
	26	26¾	26¼		26¼
	31	31	31		31
	1	1¼	1¼		1¼
	27	27¼	27¼		27¼
	24	24¼	24¼		24¼
	9	9¼	9¼		9¼
	13	13¾	13¾		13¾
	47	47¾	47¼		47¼
	150	151¾	150		150
	44	43	43		43
	26	26¼	26		26
	13	13¾	13¼		13¼
	14	14¼	14¼		14¼
	142	142½	139		139
	53	53¾	53¼		53¼
	137	137½	136¾		136¾
	37	37¼	37¼		37¼
	5	5¼	5¼		5¼
	66	65¾	65¾		65¾
	29	29¼	28¾		28¾
	113	113	113		113
	4	4¼	4¼		4¼
	56	56¼	56		56
	34	34¼	34¼		34¼
	37	37¼	37¼		37¼
	74	73½	73½		73½
	54	54¾	54¾		54¾
	79	79	79		79
	33	33¾	33¾		33¾
	23	23¾	23¾		23¾
	110	111½	110		110
	11	11¾	11¾		11¾
	5	5¼	5¼		5¼
	17	17½	17¼		17¼
	8	8	8		8
	11	11¾	11¾		11¾
	19	19½	19½		19½
	26	27¼	26¾		26¾
	19	19¼	19¼		19¼
	11	11¾	11¾		11¾
	67	67¾	67¼		67¼
	34	34½	34¼		34¼
	8	8¼	8¼		8¼
	20	20¾	20¼		20¼
	52	52¼	52		52
	26	26¼	26		26
	5	5	5		5
	32	32½	32¼		32¼
	11	11¾	11¾		11¾
	27	27½	27¼		27¼
	9	9	9		9
	10	10¾	10¾		10¾
	27	27¼	27		27
	22	22¾	22¾		22¾
	31	31¼	31¼		31¼
	25	25¾	25¼		25¼
	55	55	55		55
	69	69½	68¾		68¾
	12	12¾	12¾		12¾
	23	23¾	23¾		23¾
	55	55¼	55		55
	4	4¼	4¼		4¼
	69	69¼	69		69
	27	27¼	27		27
	35	35¼	35¼		35¼
	18	18¼	18¼		19
	23	23¾	23¾		23¾
	57	57¼	56¾		56¾
	44	44¼	44¼		44¼
	24	24¼	24¼		24¼
	8	8¼	8¼		8¼
	23	23¾	23¾		23¾
	24	24¼	24¼		24¼
	11	11¾	11¾		11¾
	8	8¼	8¼		8¼
	24	24¼	24¼		24¼
	36	36¾	36¼		36¼
	58	58¾	58¼		58¼
	44	44¼	44		44
	97	97¼	97		97
	9	9¼	9		9¼
	85	85¼	85		85¼
	36	36¼	35¾		35¾
	79	79¼	79		79
	12	12¼	12		12¼
	16	16	16		16
	9	9¼	8¾		8¾
	11	11	10¾		11
	91	91	91		92
	38	38¼	38¼		38¼
	94	94	94		94
	36	36¼	36¼		35¾
	97	97	97		96¾
	2	2	2		2
	5	5¼	5¼		5¼
	30	29¾	30		30¼
	2	26	26		26
	144	144	144		143½
	17	17¼	17¼		17¼
	141	141	141		139
	12	37¾	37¼		37¼
	8	2¼	2¼		2¼
	13	50¼	49¾		50
	1	128¼	128¼		128¼
	1	3¼	3¼		3¼
	5	20	19¾		20
	7	18¾	18¾		18¾
	1	13¾	13¾		13¾
	10	75¼	75¼		75½
	2	20¼	20¼		20¼
	1	20¼	20¼		20¼
	1	8¼	8¼		8¼
	5	8¼	8¼		8¼
	1	72¼	72¼		73
	5	20¼	20¼		20¼
	1	1	1		1
	1	2¼	2¼		2¼
	6	40¼	40¼		40¼
	4	38¼	38¼		38¼
	2	8¾	8¾		8¾
	1	94	94		94
	8	36¼	36¼		35¾
	1	97	97		96¾
	2	2	2		2
	2	5¼	5¼		5¼
	3	30	29¾		30¼
	2	26	26		26
	1	1¼	1¼		1¼
	1	7¾	7¾		7¾
	3	40	39¾		40
	1	1¼	1¼		1¼
	7	28¾	28¾		28¾
	1	8	8		8
	2	96¾	96¼		96¼
	13	13¾	13¼		13¾
	5	8¾	8¾		8¾
	12	8¾	8¾		8¾
	1	42¾	42¾		42¾
	7	28¼	28		28¼
	1	12¼	12¼		12¼
	1	38¾	38¾		38¾
	2	96¾	96¾		96¾
	10	7¾	7¾		7¾
	16	3¼	3		3¼
	2	28¾	28¾		28¾
	2	44¼	44¼		44¼
	1	11¾	11¾		11¾
	2	8¾	8¾		8¾
	8	10¾	10¾		10¾
	2	8	8		8
	1	26¾	26¾		26¾
	4	49¾	49¼		49¼
	1	5¼	5¼		5¼
	3	39¾	39¾		39¾
	1	11¾	11¾		11¾
	1	8¾	8¾		8¾
	1	6¼	6¼		6¼
	1	8¾	8¾		8¾
	1	7¾	7¾		7¾
	1	8¾	8¾		8¾
	1	8¾	8¾		8¾
	1	8¾	8¾		8

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$58,000,000; total, 2,040,000,000.

Employes in armed forces on December 31: Washington, 445; Maryland, 321; Virginia, 402; West Virginia, 182; total, 1,350.

Number of employes at the year end: Washington, 5,878; Maryland, 6,262; Virginia, 5,006; West Virginia, 2,495; total, 19,641.

Net gains in telephones in 1942: Washington, 35,835; Maryland, 32,102; Virginia, 35,710; West Virginia, 6,671; total, 110,318.

Underwriters Hear Irwin.

Hampton H. Irwin, educational director of the Massachusetts Mutual, was the guest speaker at the April luncheon meeting of the District Life Underwriters' Association at the Willard Hotel this noon.

The program called for the nomination of six members as candidates for the association's Board of Directors. At the May meeting three of the six will be elected to three-year terms. George A. Hatzes, president, presided at today's meeting.

Aid Pledged to Bond Drive.

The Investment Bankers' Association will accord the fullest possible support to the Treasury's $13,000,000,000 second War loan campaign, Jay N. Whipple, president, announced today in a message to Washington members.

The Treasury expects $8,000,000,000 to come from individual, corporate and institutional investors other than commercial banks, which will call for the most intensive coverage. It is a job that will require virtually a full-time effort, he said.

Issuance of new securities wherever possible will be delayed until the drive is over, Mr. Whipple stated.

Army Branch Bank Opened.

The McLachlen Banking Corp. today opened a branch office in Building "B," Second and Q streets S.W., for use of the personnel connected with the office of the quartermaster general. Hamilton S. Wade is branch manager.

Washington Gas Light common sold on the New York Stock Exchange yesterday at a new high for the year, 19⅞. It closed at 19½, the day's turnover being 300 shares. The stock has recently been active on the big board, coming out practically every day.

Peoples Drug Stores common reached 22 on the New York Exchange yesterday, a gain of a full point, and also the high for the year.

Decrease in Lumber Needs Anticipated

By the Associated Press.

United States lumber requirements for construction and all other uses will total approximately 31,500,000,000 board feet in 1943, the War Production Board estimated. Estimated consumption in 1942 was 40,296,000,000 board feet.

The announcement warned that since lumber stocks are at the lowest point in several years, it is not at all certain that production will be high enough to enable consumers of lumber for war purposes to get what they need during the year.

Care for Servicemen

Women of South Africa have organized to entertain and care for all men and women serving with the forces.

†Celanese pf 5.	100	102½	102¾	102½	102¾
†Celanese pf 7.	130	122½	122¾	122½	121¾
Celotex .50	6	14	13¾	14	13¾
Cent RR NJ(r).	1	7¾	7¾	7¾	7¾
Cent Viole 2.50	3	16¾	16¾	16¾	16¾
Cerro de Pas 4.	4	39	39	39	39
Certain-teed	6	6¾	6¾	6¾	6¾
†Cert'n-teed pf	80	63½	63½	63½	63½
Champ Pap.25g	2	20½	20	20½	19¾
Checker Cab	2	16½	16¾	16½	15½
Ches & Ohio 3.	9	42	41¾	42	42¾
Chi & East Ill	3	7¾	7¾	7¾	7¾
Ch & E I A .50g	11	14¾	14¾	14¾	14¾
Chi Grt Wn	3	5⅝	5⅝	5⅝	5⅝
Ch GWpf .625g	22	15¾	15¾	15¾	15¾
Chi Pneu T 2	6	21¾	21½	21½	21¾
Chi R I & P 6pf	1	1¾	1¾	1¾	1¾
Chi Yell Cab 1.	3	12¾	12½	12¾	12¾
Childs Co	6	1¾	1¾	1¾	1¾
†Chile Cop .50g	50	20	20	20	29¾
Chrysler .75g	5	76¾	76	76¾	76
Climax M 1.20g	3	48	47¾	47¾	47½
Clett-Pea .50g	3	38	38	38	39
Colg'e-P-P .50.	7	19¾	19½	19¾	19¾
Collins & Aik'n	1	25¾	25¾	25¾	25½
†Col & S 1st pf	20	10¾	10¾	10¾	10¾
Col Br (A) .30g	2	18¾	18½	18¾	18¾
Col Gas & Elec.	4	3	2¾	2¾	2¾
Col G & E pf 6.	1	57	57	57	57
Columb Pic.50e	6	16½	16	16½	16
Comci Credit 3.	4	55¾	55½	55¾	55½
Comci Inv Tr 3	2	38¾	38½	38¾	39¾
Comci Solv .60e	31	14¾	14¾	14½	14¾
Comwlth & Sou	16	⅝	⅝	⅝	⅝
Comw & Sou pf	1	48¾	48¾	48¾	48½
Comw Edis .35g	4	24	24	24	24¼
CondeNast .40e	1	5¼	5¼	5¼	5
Congoleum 1	2	21¾	21¼	21¾	21¾
Cons Car 1.50e	2	17	17	17	16¾
Cons Cop .45e	10	6	5¾	6	6
Cons Edis 1.60	8	19¾	19¾	19¾	19¾
Cons Edis pf 5	1	97	97	97	97
Cons Fum	1	1¾	1¾	1¾	1¾
Cons Filmpf .25g	5	14¾	14½	14¾	14¾
Cons Oil .50	7	10	9¾	9¾	10
Cons Vultee Air	24	20¼	20½	20¾	20¾
ConsVul pf1.25	1	26¾	26¾	26¾	26¾
Consol'n Coal	3	12¾	12	12¾	12
†Consu pf 4.50	100	98	98	98	96¼
Container .25g	5	22¾	22¾	22¾	22½
Conti Bak .50g	5	7¾	7¾	7¾	7¾
Conti Can .25g	1	33¼	33¼	33¼	32¾
ContiDiam .25g	1	13¾	13¾	13¾	13¾
Conti Ins 1.60a	1	45½	45½	45½	45½
Cont Mot .15g	7	5¼	5¼	5¼	5¼
Conti Oil Del 1.	6	36½	36¼	36½	36
Copperweld .80	1	14¼	14¼	14¼	14¾
Corn Prod 2.60 x	3	56¼	56	56¼	56¾
Coty Inc 15e	1	4¾	4¾	4¾	4¾
Coty Internat'l.	1	1¼	1¼	1¼	1¼
Crane Co 1e	7	19¾	19¼	19¼	19¼
†Crane c pf 5	120	102½	102½	102½	102¾
Cream of W.75g	2	21¾	21¾	21¾	21½
Crown Ck .50e	1	26¼	26¼	26¼	26¾
Crown Zeller 1.	4	14¾	14¾	14¾	14¾
Crucible Stl 2e.	4	36¾	36¾	36¾	36¾
Cuba-Am S .75e.	4	10	10	10	10
Curtis Publish.	3	3¾	3¾	3¾	3¾
Curtiss-Wr 1e	7	9¾	9¾	9¾	9¾
Curt-Wr A .50g	6	24	24	24	24
DavisChem .60e	3	17¼	17	17	17¼
Deere 1.35e	7	35¼	35¼	35¾	34¾
Deere pf 1.40	1	33¾	33¾	33¾	34
Del & Hudson	36	15½	15½	15½	14¾
Del Lack & Wn	79	6¾	6½	6¾	6½
Det Edis .60g	11	18¼	18	18¼	18½
†Denver&Ray 1	20	25	25	25	25¾
DiamTMot .25g	2	12¾	12¾	12¾	12¼
Dist C-S h2.52.	9	27½	27	27½	26¾
†Dix-V A 2.50	20	40	40	40	40½
Doehler D 37.5g	1	26¼	26¼	26¼	26¾
Dome M h.80g	1	22¾	22¾	22¾	22¾
Douglas Airc 5e	2	68½	68	68½	68½
Dow Chem 3.	2	140¾	140¾	140¾	143
Du Pont (1g)	4	144¼	144½	145¼	145½
Eastern Roll M.	3	6½	6½	6½	6½
Eastm'n Kod 5.	1	161	161	161	161
Edison Bros .80	1	14½	14½	14¾	14½
El & Mus .06g	1	5¼	5¼	5¼	5¼
El Auto-L .50g	2	37¼	37¼	37¼	37½
Elec Boat 1e	2	13½	13½	13½	13½
El P & Lt 6 pf	3	42¼	42¼	42¼	41¼
El P & L 7 pf	2	47¼	47¼	47¼	48¼
El Storage B 2	3	39	38	39	39
Emp Pub Ser	3	5	4¾	5	5
†Emp PSer 5.50	10	71	71	71	71
Equit Oil Bldg	1	⅞	⅞	⅞	⅞
Erie RR 1e	3	13¾	13¼	13¾	13½
Erie R R pf 1e	11	13½	13¾	13½	13¾
Eureka VC .125g	17	7¼	6¾	7¼	6¾
Fed Mogul 1	1	15¼	15¾	15¼	15¼
Fed Mot T .10g	1	5¼	5¼	5¼	5¼
†Fed Dept 4.25	30	90¾	90¾	90¾	91
Ferro Enamel	1	14¼	14¼	14¼	14¾
Firestone .75g	1	33½	33½	33½	33½
Firestone pf 6.	1	108	108	108	108
Flintkote .25g	1	15¾	15¾	15¾	15¾
Florence St .50g	1	31½	31½	31½	31
Follansbee Stl	1	7¾	7¾	7¾	7½
Food Fair .8t 1	3	10¾	10¾	10¾	10¾
Foundation Co.	3	1¾	1¾	1¾	1¾
Fruehauf Trl 2	3	5¾	5¾	5¾	5¾
Gabriel Co 1e	1	5¾	5¾	5¾	5¾
Gair (R) 1.20	1	15¾	15¾	15¾	15¾
Gamewell 1.40	1	22¾	22¾	22¾	22¾
Gen Am Tr 3	1	64¾	64¾	64¾	64¾
Gen Bak .40g	1	6¾	6¾	6¾	6¾
Gen Cable A	1	14¾	14¾	14¾	14¾
Gen Cable B	1	14¾	14¾	14¾	14¾
Gen Cig 3	1	52¾	52¾	52¾	52¾
Gen Elec 1.40	31	32¾	32¾	32¾	32¾
Gen Foods 2	3	36¾	36¾	36¾	36¾
Gen Mills 2	1	52¾	52¾	52¾	52¾
Gen Motors 3	31	52¾	52¾	52¾	52¾
Gen Outdoor .60	1	8¾	8¾	8¾	8¾
Gen Ry Sig 2	1	39¾	39¾	39¾	39¾
Gen Shoe 1.60	1	20¾	20¾	20¾	20¾
Gen Steel Cast	1	15¾	15¾	15¾	15¾
Gen Tel pf 5	1	108	108	108	108
Gen Time .60	1	15¾	15¾	15¾	15¾
Gillette .85e	1	15¾	15¾	15¾	15¾
Gimbel Bros	1	9¾	9¾	9¾	9¾
Glidden Co 1	1	15¾	15¾	15¾	15¾
Gobel (Adolf)	1	3¾	3¾	3¾	3¾
Gobel pf 1.50	1	18¾	18¾	18¾	18¾
Goebel Brew .40	1	5¾	5¾	5¾	5¾
Gold Dust 1.20	1	18¾	18¾	18¾	18¾
Goodrich 2	1	31¾	31¾	31¾	31¾
Goodyear 1.40	1	20¾	20¾	20¾	20¾
Gotham Hos .50g	1	3¾	3¾	3¾	3¾
Graham-P .50g	1	5¾	5¾	5¾	5¾
Granby Con 1e	1	15¾	15¾	15¾	15¾
Grand Un .40g	1	6¾	6¾	6¾	6¾
Grand Un pf 1	1	15¾	15¾	15¾	15¾
Granite City	1	5¾	5¾	5¾	5¾
Grant (W T) 1	1	19¾	19¾	19¾	19¾
Gray Drug .50g	1	6¾	6¾	6¾	6¾
Gt A & P Tea 3	1	52¾	52¾	52¾	52¾
Gt A & P pf 7	1	152	152	152	152
Gt Nor Ir Ore	1	15¾	15¾	15¾	15¾
Gt Nor pf 2.50	1	30¾	30¾	30¾	30¾
Gt Nor Pap 3	1	39¾	39¾	39¾	39¾
Gt Nor Pap pf 6	1	85	85	85	85
Gt Sou 2.50	1	15¾	15¾	15¾	15¾
Greyhound 1.20	1	15¾	15¾	15¾	15¾
Grumman Aircr	1	15¾	15¾	15¾	15¾
Gulf Mob & O 1	1	7¾	7¾	7¾	7¾
Gulf Oil 3	1	39¾	39¾	39¾	39¾
Gulf St Util 2	1	25¾	25¾	25¾	25¾
Hall (W F) 1.20	1	15¾	15¾	15¾	15¾
Hall Print .50g	1	6¾	6¾	6¾	6¾
Hamilton Watch	1	15¾	15¾	15¾	15¾
Hanna (M A) 2	1	15¾	15¾	15¾	15¾
Harb-Walk .50g	1	6¾	6¾	6¾	6¾
Harbison-W 1	1	15¾	15¾	15¾	15¾
Hat Corp Am 1	1	15¾	15¾	15¾	15¾
Hayes Mfg 1.20	1	15¾	15¾	15¾	15¾
Hazel-Atlas 1	1	15¾	15¾	15¾	15¾
Hecht Co 1.20	1	15¾	15¾	15¾	15¾
Heinz (H J) 3	1	15¾	15¾	15¾	15¾
Hercules Mot 1	1	15¾	15¾	15¾	15¾
Hercules Pow 2	1	15¾	15¾	15¾	15¾
Hershey Choc 3	1	15¾	15¾	15¾	15¾
Hershey Corp 1	1	15¾	15¾	15¾	15¾
Hoe (R) & Co 1	1	15¾	15¾	15¾	15¾
Holland Furn 1	1	15¾	15¾	15¾	15¾
Holly Sug .60g	1	15¾	15¾	15¾	15¾
Homestake Min	1	15¾	15¾	15¾	15¾
Houdaille-H A	1	15¾	15¾	15¾	15¾
Houdaille-H B	1	15¾	15¾	15¾	15¾
Household Fin	1	15¾	15¾	15¾	15¾
Houston Oil	3	15¾	15¾	15¾	15¾
Howe Sound 2	1	15¾	15¾	15¾	15¾
Hudson Bay M	1	15¾	15¾	15¾	15¾
Hudson Motor 2	1	15¾	15¾	15¾	15¾
Hupp Motor	1	15¾	15¾	15¾	15¾
Hussmann-L 1	1	15¾	15¾	15¾	15¾
Hyg Grain .60	1	15¾	15¾	15¾	15¾
Hygrade Food	1	15¾	15¾	15¾	15¾
Illinois Cent	1	15¾	15¾	15¾	15¾
Indep Pneu T	1	15¾	15¾	15¾	15¾
Indian Refin 1	1	15¾	15¾	15¾	15¾
Indian Refin pf	1	15¾	15¾	15¾	15¾
Indus Rayon 1	1	15¾	15¾	15¾	15¾
Ingersoll-Rand	1	15¾	15¾	15¾	15¾
Inland Steel 3	1	15¾	15¾	15¾	15¾
Inspir Cop .50g	1	15¾	15¾	15¾	15¾
Int Cement 2	1	15¾	15¾	15¾	15¾
Int Harv 2	1	15¾	15¾	15¾	15¾
Int Harv pf 7	1	15¾	15¾	15¾	15¾
Int Mer Mar	1	15¾	15¾	15¾	15¾
Int Mer Mar pf	1	15¾	15¾	15¾	15¾
Int Nickel .60	1	15¾	15¾	15¾	15¾
Int Paper 5	1	15¾	15¾	15¾	15¾
Int Paper pf 7	1	15¾	15¾	15¾	15¾
Int Rys Cent	1	15¾	15¾	15¾	15¾
Int Salt 1.50	1	15¾	15¾	15¾	15¾
Int Shoe 1.20	1	15¾	15¾	15¾	15¾
Int Silver 1.40	1	15¾	15¾	15¾	15¾
Int Silver pf 3	1	15¾	15¾	15¾	15¾
Int Tel & Tel	1	15¾	15¾	15¾	15¾
Interstate Dep	1	15¾	15¾	15¾	15¾
Iron Fireman	1	15¾	15¾	15¾	15¾
Jacobs (F L) 1	1	15¾	15¾	15¾	15¾
Jeffrey Mfg 2	1	15¾	15¾	15¾	15¾
Jewel Tea 2	1	15¾	15¾	15¾	15¾
Johns-Manv 3	1	15¾	15¾	15¾	15¾
Jones & Laugh	1	15¾	15¾	15¾	15¾
Jones & Laugh pf	1	15¾	15¾	15¾	15¾
Kalamazoo S .50	1	15¾	15¾	15¾	15¾
Kan City Pr 1	1	15¾	15¾	15¾	15¾
Kan City Pr pf	1	15¾	15¾	15¾	15¾
Kan City Sou 1	1	15¾	15¾	15¾	15¾
Kan City Sou pf	1	15¾	15¾	15¾	15¾
Kayser (J) 1	1	15¾	15¾	15¾	15¾
Kelly-Spring 1	1	15¾	15¾	15¾	15¾
Kelvinator 1	1	15¾	15¾	15¾	15¾
Kendall Co 3	1	15¾	15¾	15¾	15¾
Kennecott 2	1	15¾	15¾	15¾	15¾
Kimberly-C 2	1	15¾	15¾	15¾	15¾
Kinney G R 1	1	15¾	15¾	15¾	15¾
Kinney G R pf	1	15¾	15¾	15¾	15¾
Koppers Co 4	1	15¾	15¾	15¾	15¾
Koppers Co pf	1	15¾	15¾	15¾	15¾
Kresge (S S) 2	1	15¾	15¾	15¾	15¾
Kress (S H) 2	1	15¾	15¾	15¾	15¾
Kroger Groc 1	1	15¾	15¾	15¾	15¾
Laclede Gas	1	15¾	15¾	15¾	15¾
Lambert Co 2	1	15¾	15¾	15¾	15¾
Lane Bry Co 1	1	15¾	15¾	15¾	15¾
Lee Rubber 1	1	15¾	15¾	15¾	15¾
Lehigh C & N 2	1	15¾	15¾	15¾	15¾
Lehigh Port C 2	1	15¾	15¾	15¾	15¾
Lehigh Val Coal	1	15¾	15¾	15¾	15¾
Lehigh Val RR	1	15¾	15¾	15¾	15¾
Lehigh Val pf	1	15¾	15¾	15¾	15¾
Lehman Corp 3	1	15¾	15¾	15¾	15¾
Lerner Stores 1	1	15¾	15¾	15¾	15¾
Libbey-O-F 2	1	15¾	15¾	15¾	15¾
Liberty Loan 4	1	15¾	15¾	15¾	15¾
Liebmann Br 1	1	15¾	15¾	15¾	15¾
Life Savers 4	1	15¾	15¾	15¾	15¾
Liggett & M 3	1	15¾	15¾	15¾	15¾
Liggett & M pf	1	15¾	15¾	15¾	15¾
Lily-Tulip 1	1	15¾	15¾	15¾	15¾
Lima Loco 1	1	15¾	15¾	15¾	15¾
Lion Oil 1	1	15¾	15¾	15¾	15¾
Liquid Carb 1	1	15¾	15¾	15¾	15¾
Loew's 2	1	15¾	15¾	15¾	15¾
Lone Star Gas	1	15¾	15¾	15¾	15¾
Long Bell A 1	1	15¾	15¾	15¾	15¾
Long Bell B 1	1	15¾	15¾	15¾	15¾
Long Bell pf 6	1	15¾	15¾	15¾	15¾
Lorillard 2	1	15¾	15¾	15¾	15¾
Louisv G & E A	1	15¾	15¾	15¾	15¾
Louisv G & E B	1	15¾	15¾	15¾	15¾
Louisv G & E pf	1	15¾	15¾	15¾	15¾
Louisv & Nash 3	1	15¾	15¾	15¾	15¾
Ludlum Steel 1	1	15¾	15¾	15¾	15¾
Lykens Val 2	1	15¾	15¾	15¾	15¾
Mack Trucks 2	1	15¾	15¾	15¾	15¾
Macy (R H) 1	1	15¾	15¾	15¾	15¾
Madison Sq G 2	1	15¾	15¾	15¾	15¾
Magma Cop 1	1	15¾	15¾	15¾	15¾
Magnavox 1	1	15¾	15¾	15¾	15¾
Mallinckrodt 2	1	15¾	15¾	15¾	15¾
Manati Sug .60	1	15¾	15¾	15¾	15¾
Manh Shirt 1	1	15¾	15¾	15¾	15¾
Maracaibo Oil	3	15¾	15¾	15¾	15¾
Mar Mid .60g	3	15¾	15¾	15¾	15¾
†MarkRity pf	180	15¾	15¾	15¾	15¾
Marsh Fld .80	2	14¼	14	14¼	14
Mart Gl 1.80e	2	22¾	22¾	22¾	22¾
Martin-Parry	2	5¾	5¾	5¾	5¾
Masonite (1)	1	35½	35½	35½	35½
Mathies Al .25g	11	25	24½	25	26
Mastag Co	1	4¾	4¾	4¾	4½
McCall 1.40	2	16¼	16¼	16¼	16
McCrory Stra 1.	1	14	14	14	13¾
McGraw-H 1.5g	2	13¼	13	13¼	12¾
McKes&Rob 1.	1	18¾	18¾	18¾	18¾
†McKesspf 5.25	50	110	110	110	110½
McLellan .40g	1	9¼	9¼	9¼	9¼
Mead Corp .15g	4	9¾	9¾	9¾	9¾
Melville Shoe 2.	1	30½	30½	30½	30
Menzel S .25e	2	7¾	7¾	7¾	7¾
MiamiCop .25g	2	8¾	8¾	8¾	8
Mid Cont 1.40e	10	24¾	24¼	24¼	24½
Min-Moline Im	1	6¾	6¾	6¾	6¾
Mission Co .85e	14	20½	20	20½	20½
Mo Kan & Tex.	12	2¼	2¼	2¼	2¼
Mo Kan & T pf.	7	9¾	9¾	9¾	9½
Monsan Ch 2	1	89¾	89¾	89¾	89¾
†Montgm & Essex	230	17¼	17½	17¼	18
Motor Prod .50e	1	14¾	14¾	14¾	14¾
Mullins Mfg(B)	2	5¾	5¼	5¾	5¾
Murray Co .50e	26	8¾	8¾	8¾	8¾
Nash-Kel .125g	11	10	10	10	10
†NashCASL 3e	520	40	39¾	40	38¾
Nat Auto Fibre.	1	7	7	7	7
Nat Avia .625e.	2	11¼	11¼	11¼	11¾
Nat Bisct .60g.	2	19¾	19¾	19¾	19½
Nat BdaS .30g.	1	20	20	20	20
Nat Can	31	7¾	7¾	7½	7¾
Nat Cash Reg 1.	1	24¾	24¾	24¾	24½
Nat Dairy .80	9	18¾	18	18	18¼
Nat Distillers 2.	3	29	28¾	29	29
Nat Grp .25e	2	8¼	8¼	8¼	8¼
Nat Lead .50	4	17¼	17¼	17¼	17¼
Nat Pwr & Lt	13	4¾	4¼	4¼	4¼
Nat Steel 3	3	61¾	61¾	61¾	61¾
Nat Supply	4	10¼	10¼	10¼	10¼
†N-Su6pf 1.50e	20	78¾	78¼	78¾	78
†NSu5½1.375e	10	73¾	73¾	73¾	73¼
Nat Sup $2 pf	12	22	22	22	22
Newmont .375g	1	36¼	36¼	36¼	36½
Newp't Ind .50g	5	14¾	14¼	14¾	14¾
Newpt N S .50g.	4	20¼	20¾	20¼	20¾
N Y Air B .50g.	1	34	34	34	33½
NY Central 1g.	86	17¾	17¾	17¾	17¼
N Y Chi & St L.	1	15	15	15	15
NY Chi&StLpf.	2	42	42	42	42¼
N Y Dock	2	9	9	9	8¾
N Y Dock pf	2	22¼	22¼	22¼	22
N Y N H & H(r)	8	1	1	1	1
NYNH&H pf(r)	10	3¼	3¼	3¼	3¼
Noblitt-S .50g.	1	30	30	30	30
†Norf & Wn 10.	70	172¾	172	172	172½
Nor A Aviat 1e.	12	13¾	13¾	13¾	13½
Nor Am Co 85f.	17	14½	14¾	14¾	14¾
Northn Pac 1g.	13	13¾	13½	13¾	13¾
N W Airlin .50e	1	18¾	18¾	18¾	18¾
Ohio Oil .50e.	9	17	16¾	16¾	17
Omnibus	6	7¼	7	7¼	7¼
Owens-Ill Gl 2.	2	58½	58½	58½	58¾
Pac Am Fish 1e	2	12¾	12¾	12¾	12½
Pac Mills .50g	1	26	26	26	25¾
†PacT&T 1.55g	10	96¾	96¾	96¾	97
Pac Tin	1	4	4	4	3¾
Pac Wn O .50e.	x	15¾	15¾	15¾	15¾
Packard .10g	18	4¼	4	4¼	4¼
Pan Am Air 1e.	5	31¾	31¾	31¾	31¾
Pan Am Petrol	2	9¾	9¾	9¾	9¾
†Pan APpf 5.60	100	111½	111½	111½	110½
Pan Pe Pro .10g	17	2¼	2¼	2¼	2¾
Param't 1.20	25	24¾	24¼	24½	24¾
Param't pfdMay6	1	172	172	172	170
Parke Dav .30g	3	28¾	28¾	28¾	28½
Parker R .375g.	1	18¾	18¾	18¾	18¾
Parmelee Tran.	38	4¼	4	4¼	3½
Patino M 1g	1	27¾	27¾	27¾	27¾
Penn Coal & C.	1	57¾	57¾	57¾	58¾
Penn Dixie C	1	3¾	3¼	3¾	3¾
Penn Dixpf .75k	2	42¾	42¾	42¾	42¾
Penn RR 2.50e.	13	30¾	30¾	30¾	30¾
Peoria & Eastn.	1	3¾	3¾	3¾	3¾
Pepsi-Col 2.25e	6	41¼	40¾	41¼	41
Pere Marquette	16	12	12	12	11¾
†Pere Mar pr pf	200	46½	46¼	46½	45½
Petrol Corp .35e	5	8¾	8¾	8¾	8¾
PhelpsDod 1.60	8	28¾	28½	28¾	28¾
Philco .15g	10	19½	19¼	19½	19¼
Phillips Pet 2	3	49¼	49¼	49¼	49¾
Pillsbury Fl 1.	2	24¼	24¼	24¼	24¼
Pitts Coal	2	5¼	5	5¼	5¼
Pitts Coal pf 1k	1	52¾	52¾	52¾	52¾
Pitts C & I .50e	2	8¾	8¾	8¾	8¾
Pitts Screw 1g	3	6	6	6	6¼
†Pitts Stl 5 pf	50	41¾	41¾	41¾	41
Pittston Co	1	3½	3½	3½	3¼
†Pittston pf B.	40	27	27	27	26¾
Poor

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	Marshall Oil..	8	1¼	1¼	1¼	1¼
	Mar Mid .05g...	3	5¼	5¼	5¼	5¼
	†MarkSRy pr.	180	15⅝	15⅝	15⅝	15½
	Marsh Fld .80...	2	14⅛	14	14⅛	14
	Mart Gl 1.50e...	2	22⅝	22⅝	22¼	22⅝
	Martin-Parry...	2	5⅝	5⅝	5⅝	5⅝
	Masonite (1)...	1	35½	35⅛	35½	35½
	Mathies Al .25g	11	25	24½	25	26
	Maytag Co	1	4⅜	4⅜	4⅜	4⅜
	McCall 1.40	2	16⅛	16⅛	16⅛	16
	McCrory Strs 1.	1	14	14	14	13⅞
	McGraw -H 1.15g	2	13⅛	13	13⅛	12⅝
	McKess&Rob 1.	1	18⅝	18⅝	18⅝	18⅝
	†McKesspf 5.25	50	110	110	110	110½
	McLellan .40g..	1	9⅛	9⅛	9⅛	9⅛
	Mead Corp .15g	4	9¼	9⅛	9⅛	9¼
	Melville Shoe 2.	1	30½	30½	30½	30
	Mengel S .25e..	2	7¼	7¼	7¼	7¼
	MiamiCop .25g	2	8¼	8¼	8¼	8
	Mid-Cont 1.40e	10	24¾	24⅛	24¼	24⅛
	Min-Moline Im	1	6¼	6¼	6¼	6¼
	Mission Co .85e	14	20½	20	20⅛	20¼
	Mo Kan & Tex .	12	2¼	2⅛	2⅛	2¼
	Mo Kan & T pf.	7	9¼	9¼	9⅝	9½
	Monsan Ch 2...	1	89⅞	89⅛	89⅝	89¼
	†Morris & Essex	230	17¼	17⅛	17⅛	18
	Motor Prod .50e	1	14⅜	14⅜	14⅜	14⅜
	Mullins Mfg(B)	2	5⅛	5⅛	5⅛	5⅛
	Murray Co .50e	26	8⅛	8⅛	8⅛	8¼
	Nash-Kel .125g	11	10	10	10	10
	†NashC&StL 3e	520	40	39½	40	39¾
	Nat Auto Fibre..	1	7	7	7	7
	Nat Avia .625e..	2	11¼	11¼	11¼	11¼
	Nat Bisc't .60g..	2	19¼	19¼	19¼	19¼
	Nat BdcS .30g..	1	20	20	20	20
	Nat Can	21	7¼	7¼	7¼	7¼
	Nat Cash Reg 1.	1	24¼	24¼	24¼	24¼
	Nat Dairy .80..	9	18⅛	18	18	18¼
	Nat Distillers 2	3	29	28¾	29	29
	Nat Grp .25e...	2	8¼	8¼	8¼	8¼
	Nat Lead .50 ...	4	17¼	17¼	17¼	17¼
	Nat Pwr & Lt...	13	4¼	4¼	4¼	4¼
	Nat Steel 3	3	61¼	61¼	61¼	61¼
	Nat Supply	4	10¼	10¼	10¼	10¼
	†N Su6pf 1.50k	20	78¼	78¼	78¼	78
	†NSu5½pf.375k	10	73¾	73¾	73¾	73¼
	Nat Sup $2 pf	13	22	22	22	22
	Newmont .375g	1	36¼	36¼	36¼	36⅛
	Newp't Ind .50g	5	14¾	14¼	14¾	14¼
	Newpt N S .50g	4	20¼	20¼	20¼	20¼
	N Y Air B .50g..	1	34	34	34	33½
	NY Central 1g..	66	17¾	17¾	17¾	17¾
	N Y Chi & St L..	1	15	15	15	15
	NY Chi&StLpf..	2	42	42	42	42¼
	N Y Dock	2	9	9	9	8¾
	N Y Dock pf	2	22¼	22¼	22¼	22
	N Y N H & H(r)	8	1	1	1	1
	NYNH&H pf(r)	10	3¼	3¼	3¼	3¼
	Noblitt-S .50g..	1	30	30	30	30
	†Norf & Wn 10.	70	172¾	172	172	172½
	Nor A Aviat 1e..	12	13¼	13⅛	13⅛	13½
	Nor Am Co .85f..	17	14½	14⅜	14½	14¼
	Northn Pac 1g..	13	13⅝	13½	13⅝	13½
	N W Airlin .50e	1	18⅜	18⅜	18⅜	18½
	Ohio Oil .50e...	9	17	16¾	16¾	17
	Omnibus	6	7¼	7	7¼	7¼
	Owens-Ill Gl 2..	2	58½	58½	58½	58¾
	Pac Am Fish 1e	2	12¾	12¾	12¾	12⅝
	Pac Mills .50g	1	26	26	26	25¾
	†PacT&T 1.35g	10	96¾	96¾	96¾	97
	Pac Tin	1	4	4	4	3¾
	Pac Wn O .50e..	8	15½	15½	15½	15¾
	Packard .10g ..	18	4¼	4	4¼	4¼
	Pan Am Air 1e..	3	31¼	31¼	31¼	31¾
	Pan Am Petrol..	2	9¼	9¼	9¼	9¼
	†Pan APpf 5.50	100	111½	111½	111½	110½
	Pan Ie Pro .10g.	17	2¼	2¼	2¼	2¼
	Param't 1.20 ..	25	24¾	24¼	24⅝	24¼
	Param'tcldMay6	1	172	172	172	170
	Parke Dav .80g	3	28¼	28¼	28¼	28⅝
	Parker R .375g	1	18¼	18¼	18¼	18¼
	Parmelee Tran..	38	4¼	4	4¼	3⅞
	Patino M 1g ...	1	27¼	27¼	27¼	27¼
	Penn Coal & C..	1	8¾	8¾	8¾	6¼
	Penn Dixie C....	1	3¼	3¼	3¼	3¼
	Penn Dixpf 7.5k	2	42¾	42¾	42¾	42¾
	Penn RR 2.50e..	13	30¾	30¾	30¾	30¾
	Peoria & Easte..	1	3¼	3¼	3¼	3¼
	Pepsi-Col 2.25e	6	41¼	40¾	41¼	41
	Pere Marquette	16	12	12	12	11¾
	†Pere Mar pr pf	200	46¾	46¼	46⅝	45¾
	Petrol Corp .25e	5	6¼	6¼	6¼	6¼
	PhelpsDod 1.50	8	28¾	28¼	28¾	28¼
	Philco .15g ...	10	19¼	19¼	19¼	19¼
	Phillips Pet 2...	3	49¾	49¾	49¾	49¾
	Pillsbury Fl 1...	2	24¼	24¼	24¼	24¼
	Pitts Coal	2	5¼	5	5	5¼
	Pitts Coal pf 1k	1	52¾	52¾	52¾	52¾
	Pitts C & I .50e	12	8¾	8¾	8¾	8¾
	Pitts Screw 1.0g	3	6	6	6	6¼
	†Pitts Stl 5 pf	50	41¼	41¼	41¼	41
	Pittston Co	1	3½	3½	3½	3¾
	†Pittston of B..	40	27	27	27	26¾
	Poor & Co (B) ..	7	8¾	8¾	8¾	9
	Press Stl C .50g	33	11¼	11	11¼	11
	Proct & Gam 2..	1	55¼	55¼	55¼	55¾
	Pub Svc NJ.25g	11	16¼	15¾	16¼	15¾
	†Pub S NJ pf 2..	30	108¼	106½	108½	108¾
	†Pub S NJ pf 5..	20	97¼	97¼	97¼	97¼
	†Pub S NJ pf 5..	110	95	95	95	95¼
	Pullman .50g...	4	35¾	35¼	35¼	35¼

The February decline, the board said, was "considerably less than that of January largely because of the consumer buying wave resulting from anticipated new rationing programs."

Reductions in installment sale credit were responsible for the larger part of the total decline, the board reported.

Automotive sale credit declined 13 per cent last month, compared with 16 per cent in January. Installment credit based on the purchase of durable goods other than automobiles declined 5 per cent, compared with a decrease of 10 per cent in January.

Charge accounts outstanding at the end of February showed no change from the January level, although a decline is usual. About one-half of the charge account field, the board said, was noticeably affected by advance buying, which was particularly heavy in canned and processed food products, women's apparel and shoes.

Charge accounts receivable at the end of the month were 19 per cent below the level of a year ago.

Furniture Demand Rises As Output Decreases

By the Associated Press.

GRAND RAPIDS, Mich., April 1.—The trend of the furniture market over the last few months—increasing demand and diminishing output—continued during February, Seidman & Seidman, accountants to the industry, reported.

Manufacturers again found it necessary to refuse much business "in view of heavy unfilled order backlogs and commitments for war work."

There was the normal recession of new orders after the January furniture markets, the accountants reported, but new business for January and February combined was 43 per cent ahead of the corresponding period a year ago.

Unfilled orders at the end of February were 134 per cent greater than at the close of the same month in 1942, the report added.

Steel Mill Payrolls Smaller in February

By the Associated Press.

NEW YORK, April 1.—Pay rolls of steel industry in February amounted to $122,759,000 against the January Peak of $129,760,000, the American Iron & Steel Institute reported.

The number of workers averaged 635,000 against 637,000 in January. The decline in pay rolls reflected partly the shorter month.

Wage earning employes worked an average of 41.6 hours per week in February, the association said, against 39.8 in January and 39.0 in February, 1942.

Humble Oil to Shift To 48-Hour Week

By the Associated Press.

HOUSTON, Tex., April 1.—Production forces and production field offices of the Humble Oil & Refining Co. will go on a 48-hour week, Humble officials said yesterday.

The switch from the 40 to the 48 hour period will start during the first week in April and will affect about 2,800 employes.

declared in approving revision of lump-sum contracts. Undersecretaries Patterson and Forrestal said consideration would be given to appeals for relief.

Bituminous Coal Production in the week ended March 27 was estimated by the Coal Association at 12,600,000 net tons, or 11.4% above 11,311,000 tons a year ago. For the preceding week, output totaled 12,360,000 tons.

Superheater Co. earned $1,497,250 or $1.72 a share in 1942, against $1,632,573 or $1.80 a share in 1941.

Delaware & Hudson Co., including railroad and coal subsidiaries, earned $6,592,364 in 1942, against $4,336,480 in 1941. Gross income was $73,681,309, against $58,543,635 in 1941.

Brooklyn Edison Co. earned $8,749,879 or $7.01 a share in 1942, against $10,421,514 or $8.35 a share in 1941.

Southeastern Greyhound Lines earned $1,369,809 or $5.09 a share in 1942, against $1,029,881 or $3.75 a share in 1941.

Bower Roller Bearing Co. earned $1,062,273 or $3.54 a share in 1942, against $1,129,013 or $3.76 a share in 1941.

Chesebrough Mfg. Co. earned $834,114 or $6.95 a share in 1942, against $752,044 or $6.27 a share in 1941.

Distillers Corp.-Seagrams, Ltd., earned $3,707,997 or $2 a share in the quarter ended January 31, against $2,056,728 or $1.62 a share a year ago.

Bohn Aluminum & Brass Corp. earned $2,389,602, or $6.78 a share in 1942, against $1,932,431, or $5.48 a share in 1941.

Seaboard Oil Co. of Delaware earned $1,463,706, or $1.18 a share in 1942, against $1,257,368, or $1.02 a share in 1941.

Parmelee Transportation Co. earned $1,252,078, or $1.73 a share in 1942, against $145,606, or 20 cents a share in 1941. Taxes totaled $600,000, against $129,479 in 1941.

Pan American Petroleum and Transport Co. earned $4,047,196, or 81 cents a share in 1942, against $827,491, or $1.45 a share in 1941.

Bonwit Teller, Inc., earned $277,075, or $1.01 a share in 1942, against $386,521, or $1.39 a share in 1941.

Lower Net Reported By Midland Steel

By the Associated Press.

CLEVELAND, April 1.—Midland Steel Products Co. reported 1942 net income of $1,407,583 against $1,901,213 in 1941, when taxes totaled $1,714,471 compared with $3,070,763 for the latest year.

"By the end of the year the greater portion of our productive resources have been converted to the manufacture of parts for guns, tanks, shells and aircraft," President E. J. Kulas told stockholders.

War Gardens Provided By Continental Can

By the Associated Press.

NEW YORK, April 1.—Vacant ground at 50 plants of Continental Can Co. in the United States and Canada will be made available to company employes interested in Victory gardens, F. J. O'Brien, executive vice president, announced today.

The company will provide garden tools, fertilizer, seeds, plowing, advice and supervision.

fixing the total tax levy budget at $620,508,658.30, which is $13,678,709.23 less than the present tax levy budget, the Mayor predicted the 1943-1944 tax rate would be $2.94 or $2.95 on every $100 of assessable real estate. This compares with the current rate of $2.79.

$626,744 Net Shown By Fairchild Engine

By the Associated Press.

NEW YORK, April 1.—Fairchild Engine & Airplane Corp., reported 1942 consolidated net income of $626,744, equal to 60 cents a share against $541,079 or 52 cents a share in 1941.

Sales were $47,080,224 compared with $13,802,436 in 1941. The company set up a reserve of $325,793 for adjustment to a postwar basis. This was equivalent to an estimated postwar refund of excess profits taxes.

Robber's Victim Objects To Theft of Dental Plate

LOS ANGELES (AP).—He didn't mind losing the dollar he loaned the man in Army uniform, Jack Logan told police.

Neither did he mind allowing the man to use his hotel room to freshen up while Logan napped.

He could have forgiven the theft of $25, too—but the man also took his gold-spotted upper dental plate.

Armed Jap Gets Worst Of Sudden Encounter

PORTLAND, Oreg. (AP).—"Unarmed and alone in Jap territory, I met one of Tojo's favorite marine shock troopers at a distance of 10 feet," Roger Tower, 29, Navy pharmacist's mate, wrote his parents from Guadalcanal.

"I borrowed his rifle and bayonet . . ."

He inclosed a picture of the Jap flag he took from the body.

1941 Christmas Gift Finally Arrives

By the Associated Press.

BOISE, Idaho.—Lt. William Carrithers is looking forward eagerly to last Christmas.

His parents, Mr. and Mrs. Fred B. Carrithers of Manitou Springs, Colo., mailed his 1941 gift of fruit cake and cookies to him in Manila November 17, 1941.

It caught up with him at Gowen Field yesterday.

Round-Trip Load Edict Stymies Undertaker

By the Associated Press.

NORWICH, Conn.—C. A. Gager applied to the Office of Defense Transportation for a supplemental gasoline ration to drive from Norwich to Detroit and return.

He was told he would have to be sure of a load both ways for each trip of his vehicle.

Mr. Gager gave up. He's an undertaker and his vehicle is a hearse.

Brothers in Key City Posts

ST. LOUIS (AP).—The appointment of Frank Egenriether as St. Louis fire chief puts two brothers in responsible city positions. Fred Egenriether is chief of detectives in the police department. The new fire chief succeeds Joseph W. Morgan, killed at a fire March 20.

Home Financing

—for the purchase of a home; or taking care of a maturing trust—offered on plans adjusted to your convenience.

The Monthly Payment Plan is one—optional periods up to 20 years.

Straight 3-year Loan is another.

And a third—through F. H. A. facilities.

Why not drop in and discuss these helpful plans with us?

B. F. SAUL CO.
NAtional 2100
925 15th St. N.W.

Planning for Procurement

For want of necessary materials and machinery, construction of vital new war plants can be interrupted to lessen our chances of *winning this war.*

Through careful pre-planning with vendors, labor organizations and Federal Agencies, Ferguson "procurement specialists" get *all* materials and machinery for a job safely delivered—*on time!*

Here is just another example of Ferguson thoroughness. We handle every detail of your plant construction, to your satisfaction—with *one contract, one responsibility, one profit.* Preliminary suggestions and estimates on request!

The H.K. Ferguson Co.
ENGINEERS AND BUILDERS
CLEVELAND • NEW YORK

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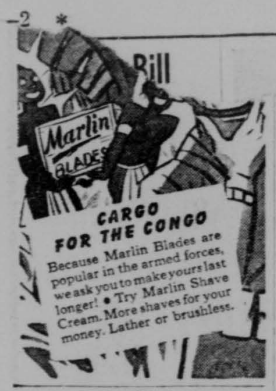


Restaurant Madrillon
Washington Building
15th and N. Y. Ave.
Host to the Nation

Repeated by request for

Friday Dinner

You'll never really enjoy shad, delicious as it is, until you eat it boned by the skilled hand of Chef Maggia. That's what is in store for you tomorrow.

Broiled Boned Fresh Bay Shad
$1.75
5 to 9:30

At Your Service

Luncheon 11:30 to 3. Cocktails 4 to 7 (Music and Dancing from 5). Dinner 5 to 9:30 (Music and Dancing from 7:30).

Supper 10 P.M. to 1 A.M., with Carr & Don and Hurtado Trio, playing for uninterrupted dancing.

...w Type Barrage Balloon, ...an and Deadlier, Developed

Anchored Airships, About 30 Feet Long, Small Enough for Easy Mobility

By HOWARD W. BLAKESLEE,
Associated Press Science Editor.

CAMP TYSON, Tenn., April 1.—As dusk falls over Camp Tyson, the Tennessee hills suddenly bloom with small, silvery, fat pop-bottle shaped airships—the Army's new type of barrage balloons.

They emerge from woods, cornfields, front yards, back yards, barnyards, by the score. They scoot up like sky dogs, each tilting its streamlined nose like a pointer that sees something in a treetop. They nose this way and that, as if sniffing the skies.

They climb about as fast as a fighter plane. They are littler and leaner than the conventional elephant-ear barrage balloons.

Mobile and Deadly.

But in one way they are more deadly to planes than their bigger elder brothers. They are far more mobile. You may see one doing 40 miles an hour, high in the air, towed by an auto. Nobody looking at one would dream of, much less see, the death it trails for any plane that strikes its all-but-invisible thin cable.

These ships are the V. L. A.'s—Very low altitude barrage balloons. They are a British invention. They have gone ashore with invasion troops on the beaches; protected convoys at sea; moved about harbors; they can, if need be, travel with either motorized or marching troops.

These ships are only a little more than 30 feet long, barely over 10 feet in diameter. One could be fairly well concealed in the lee of a dwelling house. In still air one man could hold a V. L. A. But there are four men to each crew. The number is much less than for the usual barrage balloon.

Held by Weighted Net.

A V. L. A. is bedded down—that is, firmly and safely set on the ground—by throwing over it a net edged with sand bags. Wind is the greatest enemy of these slim barrage balloons, just as of the larger ships. But wind is less dangerous to the sky dogs, particularly when on the ground.

Like sleeping dogs, they fold their tails against their sides when bedded down. Their tails are the folding fins, three for each ship, set on the tapering stern. The streamlining tapers a V. L. A. stern almost to a point. The end point is about the height of a man's chest off the ground. The fins fold as easily as camp chairs, and by similar wooden frames.

The V. L. A. is a free-wheeler when it rises. No engine is needed to unwind the winch which pays out the ship's slender cable. These craft also can be reeled in by hand, but motors are used for this purpose. Ability both to rise and descend very rapidly has become important in the roles of these balloons in co-operation with anti-aircraft, rapid-fire guns and fighter plane protection against enemy planes. The motor that pulls one down is about the size of a washing machine motor. The ship looks rigid, but isn't, and can be rolled and packed in the space of a trunk.

The evening maneuvers at Camp Tyson are practice in handling the balloons quickly under simulated attack. These barrage balloon men not only run the silver craft, but operate from slit trenches and dugouts. They are trained to fight enemy raiders and enemy infiltration by night. At certain periods the terrain resounds with machine gun practice fire.

Brig. Gen. John B. Maynard, commanding general of the barrage balloon training center, is training the men not only for a balloon job that runs a 24-hour day in bad weather, but to carry on as hardened fighters.

The altitude of the V. L. A. is only about one-sixth that of the large balloons. But the lean ships have enough altitude to do the big job of a barrage in the sky.

An established fact of this war is that Nazi planes do not fly into balloon barrages. They do not hedgehop balloon screened positions. They sneak in unseen at low altitude below the zones of anti-aircraft guns. They don't go ground-strafe. Dive bombers don't dive below balloons, and the V. L. A. height is enough to spoil accurate dive bombing.

More Effective at Night.

Barrage balloons are the craft that improve at night. In their zone of protection is fast because enemies, unable to see in time, keep farther away. By day or night the balloons hinder enemy craft from stealing close under cover of low clouds.

English war plants, protected by balloon barrages, have gone almost untouched in bombings that level everything around them.

How balloons keep the plane away is largely the secret of the mooring cables. The cable is alive in two senses. One, it slithers like a live snake when hit by a plane. Two, the lethal devices it carries are altered to meet changing conditions as a trained soldier might alter his tactics.

It might seem ideal if a balloon cable carried a Christmas tree string of bombs. But they don't. That would be too much weight, too easy to see, too dangerous. The lethal sting of these air serpents is more subtle. It is probable that the crew of an attacking plane never sees how it is done. If the crew should see, it probably would be too late, for by the time they sensed what was happening their ship would be crippled.

Antidotes Failure.

German planes have been found with cable-cutting devices on the leading edges of wings. But the cutters, increasing a ship's weight, may cause more trouble for their own planes than for the balloons. Nazis have tried shooting down balloon barrages. But new balloons come up too fast.

At dusk, in the distance, the silvery V. L. As resemble an immense New Year's eve celebration. They are beautiful to all eyes, except those of an enemy airman.

'Next of Kin' Messages Go Unclaimed

Thousands of messages informing relatives that servicemen have been killed in action, reported missing or taken prisoner of war have been marked "unclaimed" and returned to War and Navy Departments, it was announced today.

A large number of allotment checks have also been returned because addressees are not known. The Red Cross Home Service is attempting to trace these persons. Some have moved without leaving a forwarding address and others have moved into war centers where they are not listed in city and telephone directories because of their ... status, it was said.

The Red Cross urges all ... listed as "next of kin" of ... men to leave their forwa... emergency address with ... office when they move.

Reich Stops Pen Making

BERN, Switzerland, April 1.—Berlin announced yesterday that effective May 1 Germany would manufacture no more fountain pens, one of its biggest small article export items.

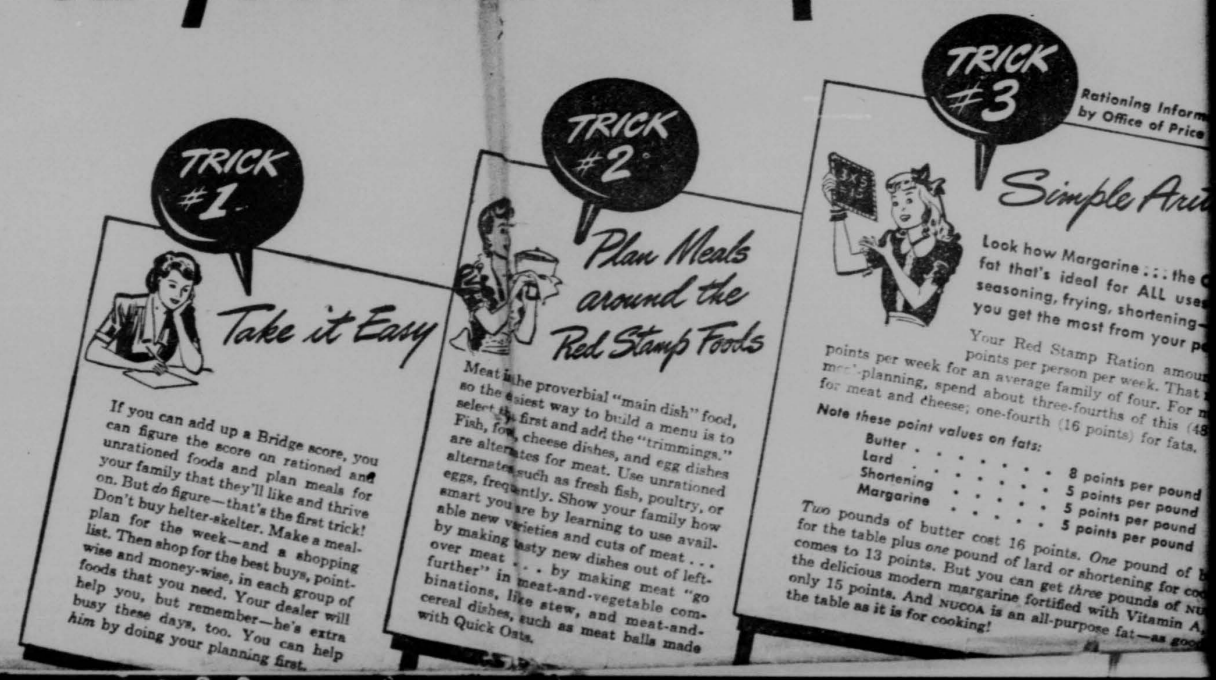
War bonds make bombers to bomb the Axis and lower our taxes. Why not buy some and help yourself?

Not everybody with a ... spare can shoot a gun straight, everybody can shoot straight ... bank and buy a War bond.

TROUSERS
To Match Odd Coats $4.95 up
EISEMAN'S—F at 7th

WIN
Large Stock
Rugs, C...
BUY
Woodridge ...
1715 R...
OPEN EVENINGS

Smart Tricks in Meal Planning on your Red Stamp Ration



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The Red Cross urges all persons listed as "next of kin" of servicemen to leave their forwarding or emergency address with the post office when they move.

Not everybody with a dollar to spare can shoot a gun straight—but everybody can shoot straight to the bank and buy a War bond.

WINTER SALE
Large Stock for a Complete Selection
Rugs, Carpets, Broadlooms, Linoleum
BUY HERE AND SAVE
Woodridge Rug & Carpet Co., Inc.
1715 Rhode Island Ave. N.E.
Ernest L. Linthicum, Pres.
OPEN EVENINGS—AMPLE PARKING—HO. 8200

TROUSERS
To Match Odd Coats
$4.95 up
EISEMAN'S—F at 7th

Smart Tricks in Meal Planning on your Red Stamp Ration

TRICK #1

Take it Easy

If you can add up a Bridge score, you can figure the score on rationed and unrationed foods and plan meals for your family that they'll like and thrive on. But *do* figure—that's the first trick! Don't buy helter-skelter. Make a meal-plan for the week—and a shopping list. Then shop for the best buys, point-wise and money-wise, in each group of foods that you need. Your dealer will help you, but remember—he's extra busy these days, too. You can help *him* by doing your planning first.

TRICK #2

Plan Meals around the Red Stamp Foods

Meat is the proverbial "main dish" food, so the easiest way to build a menu is to select the first and add the "trimmings." Fish, fowl, cheese dishes, and egg dishes are alternates for meat. Use unrationed alternates such as fresh fish, poultry, or eggs, frequently. Show your family how smart you are by learning to use available new varieties and cuts of meat . . . by making tasty new dishes out of left-over meat . . . by making meat "go further" in meat-and-vegetable combinations, like stew, and meat-and-cereal dishes, such as meat balls made with Quick Oats.

TRICK #3

Rationing Information Approved by Office of Price Administration

Simple Arithmetic!

Look how Margarine . . . the ONE thrifty fat that's ideal for ALL uses—spread seasoning, frying, shortening—can help you get the most from your points!

Your Red Stamp Ration amounts to 16 points per person per week. That means 64 points per week for an average family of four. For nutritious meal-planning, spend about three-fourths of this (48 points) for meat and cheese; one-fourth (16 points) for fats.

Note these point values on fats:

Butter	8 points per pound
Lard	5 points per pound
Shortening	5 points per pound
Margarine	5 points per pound

Two pounds of butter cost 16 points. *One* pound of butter for the table plus *one* pound of lard or shortening for cooking comes to 13 points. But you can get *three* pounds of NUCOA, the delicious modern margarine fortified with Vitamin A, for only 15 points. And NUCOA is an all-purpose fat—as good on the table as it is for cooking!

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OUR

Thistle

a Century of furnishing America's Homes
1843 1943

the yard–50" wide **1.95**

Trade-mark of a simple Scotch weaver—that William Sloane who opened his "carpet and floor cloth shop on New York's lower Broadway in March of 1843. Here it is . . . companioned by brilliant garden flowers . . . made specially for us in a material you'll love. For draperies . . . slipcovers . . . upholstering . . . even for bright sofa pillows. It's a heavy, pebbly-textured cotton. The background colors are white, dusty rose, green, blue or sand.

W & J SLOANE
1217 CONNECTICUT

TO SHOW HOW IT WORKS—HERE'S A SAMPLE WEEK'S MEAL PLANNI

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Breakfast	Half Grapefruit Toasted Whole Wheat Flakes Milk French Toast—Jelly Beverage	Orange Juice H-O Quick Oats Milk Sweet Buns Beverage	Baked Apples Omelet Whole Wheat Toast Marmalade Beverage	Grapefruit—Orange Juice Cream Farina Milk Hot Biscuits Preserves Beverage	Sliced Oranges Toasted Whole Wheat Flakes Milk Pancakes—Jelly Beverage	H-O Quick Oats with Dates—Milk Toast Marmalade Beverage	Orange Juice Cream Farina Milk Rye Toast Honey Beverage
Luncheon	Vegetable-Cottage Cheese Salad Hot Wheat Muffins Nucoa Date Spice Cake Beverage	Cream of Spinach Soup Apple Salad *Real* Mayonnaise Bread—Nucoa Beverage	Tomato Double-Decker Sandwich *Real* Mayonnaise Whipped fruit Gelatin Beverage	Sliced left-over Veal Sandwiches Orange-Pineapple Salad *Real* Mayonnaise Beverage	Green-Pepper Cottage Cheese Sandwiches mixed with *Real* Mayonnaise Cookies—Jam Beverage	Assorted Relish Dish Vegetable Chowder Bread—Nucoa Avocado Salad *Real* Mayonnaise Beverage	Frankfurters—grilled Potato Salad Rye Bread—Nucoa Fresh Fruit Beverage
Dinner	Pot Roast of Veal with Potatoes—Carrots—Onions Lettuce Salad French Dressing Biscuits—Nucoa Lemon Chiffon Pie Beverage	Tomato Juice Cheese Soufflé Oven-browned Potatoes Nucoa-d Peas Pickle Cole Slaw Hot Rolls—Nucoa Rice Pudding Fruit Sauce Beverage	Pea Soup Crackers Baked Macaroni and Cheese Nucoa-d Beets Celery—Radishes Reheated Rolls Nucoa Nut Cake Beverage	Baked Stuffed Hearts* Nucoa-d String Beans Baked Potatoes—Nucoa Tomato Salad French Dressing Gingerbread Beverage	Veal Tidbits* (left-over Veal) Creamed Mushrooms and Potatoes Spinach Salad French Dressing Pineapple Upside-Down Cake (left-over pineapple) Beverage	Filets of Haddock Tartar Sauce Nucoa-d Carrots and Onions Lettuce *Real* Mayonnaise Wheat Bread Nucoa Apple-Farina Pudding Beverage	Special Meat Loaf* Baked Potatoes—Nucoa Nucoa-d Cabbage Pear Salad *Real* Mayonnaise Crackers Bread Pudding Jelly Cubes Beverage

3 GRAND MEAT-STRETCHER RECIPES

***BAKED STUFFED HEARTS**

3 Tbs. Nucoa
3 calves' hearts (1 lb.)
2 cups soft bread crumbs
2 Tbs. chopped onion
¾ tsp. poultry seasoning
½ tsp. salt
⅛ tsp. pepper
1 egg
1¼ cups water
Seasoned flour

Wash hearts and remove blood clots and arteries. Split through center not quite to bottom. Stuff with mixture of bread crumbs, onion, seasonings, egg and ¼ cup water. Tie securely. Roll hearts in flour seasoned with salt and pepper. Brown on all sides in Nucoa. Add remaining 1 cup water. Bake in moderate oven (350° F.) 2½ hours or until tender. Serves 4.

***VEAL TIDBITS**

4 Tbs. Nucoa
1 cup sifted enriched flour
2 Tbs. cold water
¼ cup chopped celery
1½ Tbs. chopped onion
½ cup chopped carrot
¾ tsp. salt
⅛ tsp. pepper
¾ cup chopped left-over veal

Sift flour and ½ tsp. salt together. Cut in Nucoa with 2 knives until consistency of coarse meal. Add water and mix lightly. Roll out on floured board and cut into strips. Mix celery, onion, carrot, and remaining salt, pepper and veal. Place a spoonful of filling on half of each strip. Fold strip in half and press edges together. Bake on a cooky sheet in a moderately hot oven (400° F.) 20 minutes. Serves 4.

***SPECIAL MEAT LO**

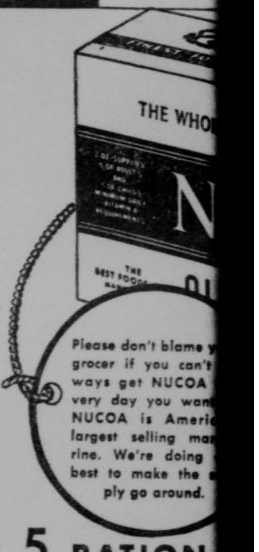
2 Tbs. Nucoa
1 lb. hamburg
½ cup chopped
½ cup chopped
½ cup chopped
1½ tsp. salt
¼ tsp. pepper
½ cup H-O Qu
½ cup water

NUCOA, the delicious modern margarine with VITAMIN A, is ideal for every table and cooking use

• Cooking fats, such as lard or shortening, and the fat in meats cannot replace a good spread for bread in your diet. For the spread on your bread—besides furnishing food energy—is a valuable source of the Vitamin A so important to normal eyesight and robust well-being.

Every pound of NUCOA—without variation winter or summer—contains no less than 9,000 units of precious Vitamin A! Yet NUCOA costs so little in points and money that you can use it generously in cooking as well as for your spread for bread. Think how this simplifies your shopping for fats!

Try NUCOA and see how much you like its flavor and texture. NUCOA's chief ingredients—pure vegetable oils churned in fresh pasteurized skim milk—come from American farms exclusively. And NUCOA is always so sweet and fresh! For NUCOA is freshly made the year around on order only—*there is no "storage"* NUCOA.



Nutritious **NUCOA**

FOR ALL TABLE AND COOKING PURPOSES—ONLY 5 RATION

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a Century of furnishing America's Homes 1823 1923

" wide 1.95

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3. Here it is . . . com-
garden flowers . . . made
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SLOANE
7 CONNECTICUT

TO SHOW HOW IT WORKS—HERE'S A SAMPLE WEEK'S MEAL PLANNING FOR A FAMILY OF 4

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WEEK'S SHOPPING LIST FOR 4

FRESH FOODS	RED STAMP POINTS
3 lbs. NUCOA	15
4¾ lbs. Shoulder Veal—bone in	29
3 Calves' Hearts (total 1 lb.)	4
1 lb. Hamburger	5
1 lb. Frankfurters	7
½ lb. American Cheese	4
UNRATIONED	
1 lb. Cottage Cheese	
1½ lbs. Filet of Haddock	
5 bunches Carrots	
3 lbs. Yellow Onions	
1½ lbs. Spinach	
2½ lbs. Peas	
2½ lbs. Cabbage	
4 Tomatoes	
2 bunches Beets	
2 heads Lettuce	
1 bunch Celery	
1 bunch Radishes	
1 lb. String Beans	
2 lbs. Yellow Turnips	
2 Green Peppers	
4 Grapefruit	
2 doz. Oranges	
2 Lemons	
2 Red Apples	
3 lbs. Tart Apples	
1 Avocado	
	64 Points

(Approximate expenditure in money—$11-$13)

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½ tsp. salt
¼ tsp. pepper
1 egg
1¼ cups water
Seasoned flour

Wash hearts and remove blood clots and arteries. Split through center not quite to bottom. Stuff with mixture of bread crumbs, onion, seasonings, egg and ¼ cup water. Tie securely. Roll hearts in flour seasoned with salt and pepper. Brown on all sides in Nucoa. Add remaining 1 cup water. Bake in moderate oven (350° F.) 2½ hours or until tender. Serves 4.

***VEAL TIDBITS**

4 Tbs. Nucoa
1 cup sifted enriched flour
2 Tbs. cold water
⅛ cup chopped celery
1½ Tbs. chopped onion
½ cup chopped carrot
¾ tsp. salt
⅛ tsp. pepper
¾ cup chopped left-over veal

Sift flour and ¼ tsp. salt together. Cut in Nucoa with 2 knives until consistency of coarse meal. Add water and mix lightly. Roll out on floured board and cut into strips. Mix celery, onion, carrot, and remaining salt, pepper and veal. Place a spoonful of filling on half of each strip. Fold strip in half and press edges together. Bake on a cooky sheet in a moderately hot oven (400° F.) 20 minutes. Serves 4.

***SPECIAL MEAT LOAF**

2 Tbs. Nucoa
1 lb. hamburger
½ cup chopped onion
½ cup chopped celery
½ cup chopped carrot
1½ tsp. salt
¼ tsp. pepper
½ cup H-O Quick Oats
½ cup water

Mix half the meat with ½ teaspoon salt, ¼ teaspoon pepper and 1½ tablespoons water. Line bottom and sides of Nucoa-d loaf pan with meat. Mix remaining meat, vegetables, salt, pepper, H-O Oats and 5½ tablespoons water. Fill loaf pan. Mix Nucoa with remaining 1 tablespoon water and pour over meat loaf. Bake in moderate oven (350° F.) 50 minutes. Blend gravy in pan with left-over tomato juice to make a Tomato Sauce. Serves 4.

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• Cooking fats, such as lard or shortening, and the fat in meats cannot replace a good spread for bread in your diet. For the spread on your bread—besides furnishing food energy—is a valuable source of the Vitamin A so important to normal eyesight and robust well-being.

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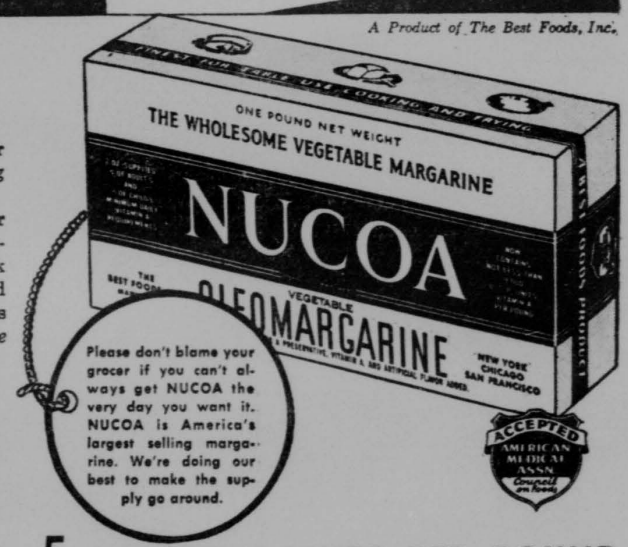

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FOR ALL TABLE AND COOKING PURPOSES—ONLY 5 RATION POINTS PER POUND

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WAR DEPARTMENT
AIR SERVICE
ENGINEERING DIVISION

MEMORANDUM for

McCook Field, Dayton, Ohio
June 14, 1926.

Chief, Lighter-than-Air Section.

Subject: Breakaway and Destruction of Barrage Balloon.

1. Experimental Barrage Balloon, Type D-2, was destroyed by fire, June 11, 1926, when the cable failed allowing the balloon to go free, during low altitude tests. Certain changes to improve the stability of the balloon had been accomplished and flights to observe their action were being made, when it became necessary to haul down due to an approaching storm. The balloon was then at an altitude of 1000 meters. We had hauled down to 700 meters, when a broken cable strand fouled in the surge drums. Considerable time was lost in getting this free and in the meantime it started to rain. By the time we were ready to haul down again, it had begun to rain much harder, but the rain was accompanied by only moderate winds. During this time the balloon was riding steady and kiting into the wind.

2. Having freed the cable, we started to haul down. At the moment the clutch was let in, the cable broke 100 meters from the balloon and the balloon rose rapidly and disappeared in the clouds. It fell an hour and a half later near Springfield, Ohio, almost completely destroyed by fire. It is evident that the fire started while the balloon was at a high altitude, since the fire was out when the wreckage reached the ground.

3. The automatic valve was set to function at 1" pressure, and the type of balloon is such that this pressure would not be reached until an elevation of over 15,000 feet had been attained.

4. The cable was examined at the break, but no defects were discovered.

[signature]
Chief, Test Unit.

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7

xxxxxxxxxx CORPS
Materiel xxxxxxxxxxx

WEH:BR

Chief, Lighter-than-Air Branch.

April 8, 1927

Test of Barrage Balloon at
Langley Field.

1. Tests of the Type D-2 Barrage Balloon were conducted jointly by the Coast Artillery Corps, Fort Monroe, Va. and the Air Corps, Langley Field, Va. between March 14th and 30th, 1927 for the purpose of determining the riding qualities and ceiling of the balloon.

2. One balloon was lost during preliminary tests when the cable broke as the balloon was being hauled down. Failure of the cable occufred at the leading-off shieve when the balloon dove, bending the cable sharply across the cable guide.

3. A second balloon was inflated and after several days' delay on account of adverse weather conditions, a flight test was made. The concentration point of the suspensions had been adjusted to a point well forward of the C.B. and sufficient sand placed on the rear handling guys to give the proper trim. Light ground winds prevailed at the time of the test with a twenty-mile wind aloft. The balloon was held on the ground to allow the lobes to inflate and then let up to 300 feet. The instant the winch was stopped the balloon nosed over and turned broadside to the wind. It was noted that the lobes at this time were not sufficiently rigid to maintain stability. It was also noted that the aft end of the dilatable gore was almost completely expanded, whereas the forward end was still partially dilated. The reason for this condition is apparently an insufficient number of elastic cords in the aft end of the gore. The condition is worse when operating the balloon in a wind, since the pressure on the nose causes expansion of the aft end of the gore, with the resultant shift of the C.B. toward the tail.

Upon hauling down, the scoop flap in the rudder was examined to determine the cause of the loss in pressure on the lobes and it was found that the flap was not of sufficient size to prevent air from being forced out around it when an external pressure was built up on the lobes.

A larger flap was installed and during the next tests the lobes appeared to function satisfactorily. Before taking the balloon out a second time the weight on the tail was increased to 210 pounds. By this time the ground wind had increased to such an extent that it was not believed advisable to let the balloon up. However, the balloon was allowed to ride on the cable near the ground and the action of the lobes and gore observed, and it was definitely proven that stability could not be obtained until alterations in the gore had been made.

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On the 28th weather conditions were favorable with a gentle wind blowing. The balloon was put up to 300 feet and rode fairly well with the exception that directional stability was poor. Failure to head into the wind properly is no doubt due to the poor streamline effect caused by the improper functioning of the dilatable fore.

4. In addition to adding more elastic cords to the aft end of the gore, it will be necessary to either increase the number the entire length of the gore or replace the present ones with cords of a larger diameter. This is necessary for the reason that the resistance of the present cords is not great enough to build up sufficient pressure. It is estimated that the gore would be complete expanded at about 1/2 inch pressure.

5. Besides making the necessary alterations to the gore, the following changes are recommended:

a. Reinforce leading edge of air scoop with webbing to insure its taking air. This was found necessary during tests and the change has been made on the balloon that is being shipped to this Division for additional alterations.

b. Add 8 inches to the width and 6 inches to the length of the air scoop flap; Flap to be tied to patches with 2 inches of slack.

c. Attach handling guys and suspension lines to patches by means of square knot and splice.

d. Add patch farthest point aft on bag on which to hang the trim ballast.

e. Decrease the size of the loops on the handling guys to 2 inches. This is necessary for the protection of the crew (especially a green crew) since the men have a tendency to stick their hands through the loops.

f. Shorten the total length of the suspension lines 6 feet.

g. Determine by experiment the exact length all suspension lines should be to give proper trim and mark this point on each line. Unless this is done, considerable time will be required to adjust the rigging each time a new balloon is rigged.

6. One balloon is being prepared for shipment to this station by freight in accordance with telegraphic instructions.

WM. E. HOFFMAN,

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PBS/ea.

September 15, 1950.

Barrage Balloons.

The Chief of the Air Corps.

1. Instructions from the War Department dated March 3, 1941, as quoted in letter to the Division from the Chief of the Air Corps dated March 8, 1941, placed the responsibility for the development and use of barrage balloons upon the Air Corps. [illegible] the procurement by the Signal Corps of [illegible] Act of [illegible], 1941, provided that the Air Corps is responsible for [illegible] of barrage balloons [illegible] and for [illegible] employed in balloon operations. [illegible] closed for inspection.

2. [illegible] with the Navy, [illegible] barrage balloons, with the result that equipment has been developed which is [illegible] and suitable and fulfilling the requirements originally set forth. The barrage equipment consists of the Type A-6 barrage balloon and the Type A-7 balloon winch. The [illegible] a complete [illegible] equipped with [illegible] and [illegible] expendable [illegible].

3. The type and number [illegible] altitude of [illegible] altitude of service aircraft [illegible] a barrage net presents a [illegible] 20,000 feet should be set at the [illegible] considered practical [illegible] balloon, but by so doing other [illegible] the tactical value of this method of anti-aircraft protection. These are principally the increased size of the balloon, necessitating a larger number of men for handling, a much larger supply of hydrogen for daily operation, a larger winch and cable and a decreased maneuverability.

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4. Since the problem presented to the Division in 1923 was only that of development, it is considered desirable at this time, as a matter of record, to inform you that Barrage equipment has been developed as outlined above. If further development is desired to meet the requirements of increased altitude, the tactical value becomes an influencing factor and will require investigation. This equipment will therefore be held under Service Test status and no further major development undertaken until such time as the Division may be informed of the policy regarding future development of this class of equipment.

For the Chief of the Materiel Division:

[illegible],
Major, Air Corps,
Executive.

[illegible]cls. (2)
[illegible] Letter, 8/8/30,
1st Ind., 9/2/30.

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BV

ESA/fs.

October 23, 1940.

Barrage Balloons.

Lt. Col. A. W. Barry, A. C.,
Procurement Planning Representative,
300 Pine Street,
San Francisco, California.

1. The tactical value of Barrage Balloons in future warfare has been questioned and in view of the fact that you have made a very extensive study of this type of anti-aircraft defense, your comments on the value of Barrage Balloons are requested.

2. It should be borne in mind that to be of value these balloons should be capable of reaching an altitude of 20,000 feet. Since this necessitates a comparatively large balloon with a consequent increase in personnel, it is debatable whether or not this is an economical system of defense.

For the Chief of the Materiel Division:

H. S. ARNOLD,
Major, Air Corps,
Executive.

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C O N F I D E N T I A L

WAR DEPARTMENT
OFFICE OF THE CHIEF OF THE AIR CORPS (4-F)
WASHINGTON

December 14, 1938.

SUBJECT: Military characteristics - Barrage Balloon.

TO: The Adjutant General.

1. It is believed advisable to have available approved Military Characteristics on "Barrage Balloons" in order that development of this class of equipment may be carried on with a definite objective in mind. Some experimental work with barrage balloons was conducted several years ago and the project is again active to the extent that the Air Corps has recently obtained one (1) article, mainly for the purpose of determining the suitability of certain materials of construction. Based on engineering and test data, the principle military characteristics that appear practical of attainment at this time are set forth as follows:

Military Characteristics

a. Missions. - To serve as an anti-aircraft measure against attacking aircraft for the protection of strategic points by having the flying cable serve as a mental and material hazard to aircraft operation.

b. Employment. - Scattered along probable enemy aerial routes and arranged in various paterns around localized enemy objectives. Employed at night.

c. Type. - Dilatable.

d. Performance (In Still Air):

(1) Altitude - 15,000 feet minimum.
(2) Inflating Gas - Hydrogen.
(3) Cable - 1/8-inch Diameter Flexible Steel.
(4) Rate of Ascent - 1,500 feet per minute.
(5) Rate of Descent - 1,000 feet per minute.

e. Armament - None.

f. Crew. - Ground or Handling Crew of non-combatant personnel.

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c o n f i d e n t i a l

The Adjutant General.

Note I. - The Barrage Balloon covered by these Military Characteristics is classified in accordance with paragraph 13, AR 850-25 as:

Required type
Development type
Service test type.

2. The present Type D-2a barrage balloon possesses substantially the same characteristics as those listed in paragraph 1 above, although it must be expected that the loss of balloons when flying in fairly high winds will be appreciable due to the low factor of safety employed in order to reach maximum altitudes.

3. It is requested that these Military Characteristics be approved.

For the Chief of the Air Corps:

M. F. DAVIS,
Lieut. Colonel, Air Corps,
Executive.

COPY

SUBJECT: Military Characteristics - Barrage Balloon.

Ag 400.114
(12-14-34)Misc. -D 1st Ind. GDG/plp

War Dept., AGO, January 5, 1939 - To The Chief of the Air Corps.

1. The military characteristics of Barrage Balloon as stated in the basic communication are approved.

2. While a minimum of 15,000 feet in altitude is considered a practical starting point for development, an eventual maximum altitude in excess of 30,000 feet for a barrage balloon appears necessary in view of the present trend in the development of aircraft.

By order of the Secretary of War:

H. Y. Read
Adjutant General.

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PBS:fml

February 1, 1939.

Barrage Balloon Tests.

Commanding Officer,
Air Corps Troops,
Ft. Sill, Oklahoma.

1. Enclosed is a copy of letter dated October 12, 1938, on the above subject from the Chief of the Air Corps, which is self explanatory to the extent that the Type D-2a Barrage Balloon is to be tested at your Station by the 1st Balloon Squadron.

2. In view of the fact that tests are to be expedited, the following phases of the contemplated tests are briefly discussed, with the request that comments and recommendations thereon be submitted at an early date:

a. Equipment -

(1) One (1) balloon is available at Duncan Field and will be ordered shipped to your Station. This balloon will be complete with an 18-inch gas valve.

(2) Helium gas is intended to be used. The balloon requires approximately 15,000 cubic feet for initial inflation; however, about 30,000 cubic feet may be required for the various phases of the tests, including gas maintenance. Information is requested whether or not this allocation of gas will affect operations of the C-6 balloon. Since the balloon is designed for hydrogen gas, this gas can be used as an alternate method of inflation, although its use will be considered only in the event sufficient helium can not be made available. Information is requested on the approximate amount of hydrogen available at your Station.

(3) The A-8 balloon winch, or the caquot winch mounted on the Dodge chassis, can be used along with the 1/4-inch diameter cable now installed on these winches.

(4) Miscellaneous equipment, required for inflation, et cetera, is assumed to be available at your Station.

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C.O., Ft. Sill, Okla.,
February 1, 1939.

b. Personnel -

(1) An engineer from the Division will be present to assist with the tests and obtain the data required.

(2) Approximately fifteen (15) to twenty (20) men may be required for handling the balloon, although this is one of the items to be determined.

c. Tests -

(1) Balloon is to be inflated with air in the hangar to determine the characteristics of the expanding gores at various pressures and degrees of expansion.

(2) Balloon is then to be flown at low altitudes only, the maximum being around 3,500 feet, to determine the flying characteristics and to establish the proper location for the suspension concentration fitting and the amounts of ballast required in the sand pockets to obtain proper trim.

3. For the reason that this balloon is constructed of single ply fabric, more than ordinary care will have to be exercised in unpacking and handling it while deflated. Upon receipt, the balloon may be inflated with air, not exceeding 1/4 inch water pressure, and inspected for holes, repairing same with patches of Neoprene fabric and Neoprene cement. Actual shipment of the balloon will not be made until comments and recommendations are received from your Station.

For the Chief of the Materiel Division:

FRANK M. KENNEDY,
Colonel, Air Corps,
Executive.

Encl:
Co Ltr. 10/12/38.

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1st Ind.

HEADQUARTERS AIR CORPS TROOPS, Fort Sill, Oklahoma, February 3, 1939. TO: Commanding Officer, First Balloon Squadron, A. C., Fort Sill, Oklahoma.

1. For compliance.

By Order of Lieutenant Colonel HOWARD:

J. D. RUTLEDGE, Jr.,
2d Lieut., Air Corps,
ADJUTANT.

Encl. n/c.

2nd Ind. WCF/rei

HQ. FIRST BALLOON SQUADRON, A. C., Ft. Sill, Okla., February 3, 1939. TO: The Chief of the Materiel Division, Wright Field, Dayton, Ohio. THRU: C. O., Air Corps Troops.

1. It is believed that excellent facilities are available along with the necessary trained personnel to test the Type D-2a barrage balloon at this station. The following comments reference proposed test are submitted:

a. There is plenty of helium gas available at Fort Sill to inflate and operate the Type D-2a barrage balloon and not affect operation of the C-6 balloon. The helium tank car which is used to transport gas from Amarillo can be shuttled back and forth and thus keep a constant supply available. On one occasion, only seven (7) days elapsed from the time the helium car left the Fort Sill siding until it was returned full of gas. There is on hand at the present time 227,672 cu. ft. of hydrogen gas, of 99% purity.

b. It is believed that sufficient miscellaneous equipment required for inflation is available at this station.

c. Attention is invited to the fact that this Squadron has suffered for the past fourteen (14) months from a shortage of personnel. Our present authorized strength is 115 E.M., and our actual strength 109. It is well known that it takes less men to handle the C-6 balloon than the C-3, but it takes just as many men for maintenance and upkeep of the C-6 balloon and its tactical installations, such as Transportation, Communications, Armament, Operations and Chart Room, as the C-3 balloon. This Squadron is also actually performing the duties of a Base Squadron, testing many items of experimental equipment and operating the new gas compressor, and furnishing the entire overhead in barracks, for the 1st Balloon Squadron, Flight "C", 12th Observation Squadron, and the Detachment, 3rd Weather Squadron (also eleven (11) Balloon

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2nd Ind., Feb. 3, 1939, continued:

Squadron men are on Post Special duty). Unless more men are furnished, the testing of the barrage balloon is quite apt to interfere with the Squadron's proper functioning for the Field Artillery School. It is suggested at this time that a tentative Base Squadron be organized at Fort Sill for a Service Test; this reduced strength Base Squadron to consist of approximately thirty-five (35) key men; these men to be taken from the 1st Balloon Squadron, or other Squadrons, and replaced by recruits. If this suggestionx meets with approval, a tentative Table of Organization for this Base Squadron can be quickly submitted.

2. Instructions contained in basic communication in rehandling and inflation of the barrage balloon will be followed.

IRA R. KOENIG,
Major, Air Corps,
Commanding.

1 Incl-
No change.

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3rd Ind. DBH/jjs

HEADQUARTERS AIR CORPS TROOPS, Fort Sill, Oklahoma, February 6, 1939. TO: Chief of the Air Corps Materiel Division, Wright Field, Dayton, Ohio. THRU: the Commandant, The Field Artillery School, Fort Sill, Oklahoma.

1. With reference to paragraph 1. g. of 2nd Indorsement it is believed any request for additional personnel for the First Balloon Squadron or recommendations concerning organization of a base squadron should be made in a separate communication addressed to the Chief of the Air Corps. Troop requirements of the Field Artillery School for the remainder of the school year have been given careful consideration and it appears that there are only fifteen missions for the First Balloon Squadron preceding the final five--day field exercise. There are only three missions in February, none in March, and only three in April. All missions except the last one in April are scheduled for afternoons only. Therefore, it seems certain that the barrage balloon test can be conducted by the First Balloon Squadron at its present strength. When detailed instructions are received the test will be expedited.

D. B. HOWARD,
Lieut. Colonel, Air Corps,
COMMANDING.

Encl. n/c.

AC/AS 4th Ind. MMM:cfh.
HEADQUARTERS THE F. A. SCHOOL, Fort Sill, Oklahoma, February 6, 1939.
TO: Chief of Materiel Division, Wright Field, Dayton, Ohio.

Incls.
n/c.

M. M. M.

5th Ind. PBS:fnl

War Dept., Air Corps, Materiel Division, Wright Field, Dayton, Ohio, February 21, 1939. To: - Commanding Officer, Air Corps Troops, Ft. Sill, Oklahoma. (Thru: The Commandant, The Field Artillery School, Ft. Sill, Oklahoma.)

1. Arrangements are being made for the barrage balloon tests as outlined in the basic communication, with the intention of conducting the tests during the early part of March, 1939.

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C.O., Ft. Sill, Okla.,
February 21, 1939.

2. The barrage balloon and one (1) automatic gas valve are being ordered shipped from San Antonio Depot to your Station. The Division should be notified when this equipment is received.

3. As stated before, a Division Representative will be present to assist with the tests, and while he is at your Station it is planned to install and conduct preliminary tests on an automatic pressure regulator for the C-6 Observation Balloon. A detail discussion of this equipment will be covered in separate correspondence.

4. The Division concurs in the recommendation of the 3rd Indorsement with respect to personnel requirements of the 1st Balloon Squadron at this particular time; however, there is an indication that development work on barrage balloons will be increased in the future and the matter of personnel will be a phase of the project that will have to be considered.

For the Chief of the Materiel Division:

FRANK M. KENNEDY,
Colonel, Air Corps,
Executive.

Encl.
n/c

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TH. FIRST BALLOON SQUADRON, A.C.,
Office of the Commanding Officer. LDK:jhm.

Fort Sill, Oklahoma.
June 19, 1939.

SUBJECT: Type 20-cm Barrage Balloon.

TO: Chief of the Materiel Division,
Wright Field, Dayton, Ohio.
(Thru: C.O., 4th Wing, Chanute)

1. Reference your letter of May 24, 1939 on above subject.

2. It is the general opinion of personnel of this organization that the design of the Type Barrage Balloon is in error in that it is not provided with the proper breaking load for the cable used; that the size of this present position and type for Barrage Balloon is not practical, since the organization has had with balloons equipped with same, are not properly designed due to the fact that the balloons which were equipped with this type cable all failed just as this balloon has failed, in that the first break and tear from the balloon gets off wind, causing the balloon to burst.

3. It is recommended, if any further experiment is contemplated with balloons built for test, that the maximum diameter of the balloon [illegible] be placed closer to the tail of the balloon, and the type [illegible] balloon be constructed.

4. With reference to the cable used in the type [illegible] balloon, it is noted that the cable is fitted with a [illegible] which is attached to the envelope and about 3 inches to the left of the [illegible] balloon.

5. With reference to the cable used in the type [illegible] balloon, it is noted that the cable is fitted with a [illegible] which is attached to the envelope and about 3 inches to the left of the [illegible] balloon.

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(1-Da Barrage Balloon - Par. 4 cont'd from page No. 1)

rubberized fabric; that the balloon was flown 400 hours after said patch was applied and that frequent inspections revealed no infection or slippage of the patch or rolling of the edges up to date when the balloon was destroyed by fire. (The balloon was of Japanese material which we were given to understand is identical to neoprene.)

5. Attached is copy of the results of the test conducted since the initial report of operative secret this station, which gives the date, altitude, cable strain, wind velocity, miles per hour, and remarks.

There is also attached copies of the bill, weight-off sheets for the balloon.

IRA R. KEEVER,
Major, Air Corps,
Commanding.

2-Incls.
#1 Test of Balloon.
#2 Weight-Off Data.

1st Ind. TEV/jjs

HEADQUARTERS AIR CORPS TROOPS, Fort Sill, Oklahoma, June 30, 1939. TO: The Chief of the Materiel Division, Wright Field, Dayton, Ohio.

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MDAC-265-WF-6-11-40-100M

INTER-OFFICE MEMORANDUM

AIR CORPS
MATERIEL DIVISION

JPB:nl

Date November 30, 1940

TO: Chief, Experimental Engineering Section

SUBJECT: (check)

EXPERIMENTAL ENG.
Engines
Propellers
Aircraft
Armament
Equipment
Accessories
Communications
Misc.

PRODUCTION ENG.
Attack
Bombardment
Cargo
Observation
Pursuit
Training
GFE
Radio
Misc.

CONTRACTS
Administration
Legal
Purchase

FIELD SERVICE
Administrative
Depots
Supply
Maintenance
Transportation

INDUSTRIAL PLANNING

ADMINISTRATIVE

DIV. COM. OFFICER

RADIO LAB.

S. C. LIAISON OFFICER

MUSEUM

INSPECTION

Barrage Balloon Equipment - Breakdown of 1941 Funds

1. The following is the status of 1941 funds covering the procurement of barrage balloon equipment as of even date:

a. Project 71-11, Lighter than Air Equipment

(1) Original Setup

Item 626 Balloon Development	$125,000.00
Item 684 L/A Ground Equipment	50,000.00
Item 692 L/A Accessories	100,000.00
Total	$275,000.00

(2) Funds Expended or Obligated to Date

Item 626-1:

A.F.P. 160756 1 ea. Gauge Recording and Charts (P.O. 41-1898)	$ 117.00
A.F.P. 160808 4 ea. Case, Assembly F-4 Blower	3,090.60
A.F.P. 160854 Paper, Copy Recording Tension Meter	3.68
A.F.P. 160856 100 ea. Terminal, Barrage Balloon Cable	580.00
A.F.P. 160864 2 ea. British, Barrage Balloon Equipment	13,254.00
Total	$17,025.28

Item 684-1

A.F.P. 160826, 3 ea. Trailer Cylinder Carrying (P.O. 41-3703)	$ 4,[illegible]98.00
Total	$ 4,[illegible]98.00

Item 692-1

A.F.P. 158589 9,900 ft. Cable, Low Altitude Barrage Balloons (P.O.41-2253)	9,720.00
A.F.P. 160836 3 ea. Level, Balloon Erection	825.00
	$10,545.00

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MDAC-265-WF-6-11-40-100M

INTER-OFFICE MEMORANDUM

AIR CORPS
MATERIEL DIVISION

Wright Field

Date November 30, 1940

TO: Chief, Experimental Engineering Section

SUBJECT: (check)

EXPERIMENTAL ENG.
Engines
Propellers
Aircraft
Armament
Equipment
Accessories
Communications
Misc.

PRODUCTION ENG.
Attack
Bombardment
Cargo
Observation
Pursuit
Training
GFE
Radio
Misc.

CONTRACTS
Administration
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FIELD SERVICE
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MUSEUM

INSPECTION

Barrage Balloon Equipment - Breakdown of 1941 Funds

(3) Balance of Funds to Date

Item 626 Balloon Development	$107,974.72
Item 684 L/A Ground Equipment	45,002.00
Item 692 L/A Accessories	89,455.00
Total	242,431.72

b. Project 73-11 Lighter than Air Equipment

(1) Present Setup

Item 626 Balloon Development	$ 467,000.00
Item 684 L/A Ground Equipment	384,000.00
Item 692 L/A Accessories	118,000.00
Total	969,000.00

(2) Funds Expended or Obligated to Date

Item 626-1

A.F.P. 156583 6 ea. Low Alt. Ballonet Type Barrage Balloons (P.O. AC-15470)	$ 51,900.00
A.F.P. 160818 20 ea. Low Alt. Dilatable Type Barrage Balloons	163,000.00
A.F.P. 155357 Bow Stiffening (C-6 Balloon)	10,000.00
A.F.P. 160824 20 ea. Low Alt. Ballonet Type Barrage Balloons	153,000.00
Total	$377,900.00

Item 684-1

A.F.P. 156600,12 ea. Winches, Low Alt. Barrage Balloon (P.O. AC-15688)	79,200.00
A.F.P. 160825,10 ea. Winches, High Alt. Barrage Balloon	55,750.00
A.F.P. 160832, 40 ea. Winches, Low Altitude Barrage Balloon	164,000.00
A.F.P. 160865, 2 ea. Winches, Low Alt. Barrage Balloon Mobile	16,500.00
Total	$345,450.00

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MDAC-265-WF-6-11-40-100M

INTER-OFFICE MEMORANDUM

AIR CORPS
MATERIEL DIVISION

JFBaal

Date November 30, 1940

TO: Chief, Experimental Engineering Section

SUBJECT: (check)

EXPERIMENTAL ENG.
Engines
Propellers
Aircraft
Armament
Equipment
Accessories
Communications
Misc.

PRODUCTION ENG.
Attack
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INSPECTION

Barrage Balloon Equipment - Breakdown of 1941 Funds

(2) cont'd
Item 692-1

A.F.P. 160800, Alteration Lambert Engines	120.00
A.F.P. 160812, " " "	51.00
Total	$ 171.00

(3) Balance of Funds to Date

Item 626 Balloon Development	$ 89,100.00
Item 684 L/A Ground Equipment	36,550.00
Item 692 L/A Accessories	117,829.00
Total	$ 243,479.00

c. Balance of 71-11 and 73-11 Funds to Date

71-11 Items 626, 684 and 692	$ 242,431.72
73-11 Items 626, 684 and 692	243,479.00
Total	$ 485,910.72

d. Breakdown of Funds, Project 71-11 Listed in c, above

(1) Item 626-1 Balloons

(a) 8 to 10 ea. High Alt. Barrage Balloons, (Source:Goodyear's, Air Cruisers and others)	$ 100,000.00
(b) Misc. Balloon Parts	7,974.72
Total	$ 107,974.72

(2) Item 684-1 L/A Ground Equipment

(a) 6 ea. Winches, Mobile Type, Low Alt. Barrage Balloon (Source: Harmon-Herrington)	36,000.00
(b) Miscel. Transportation Equipment	9,002.00
Total	$ 45,002.00

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MDAC-265-WF-6-11-40-100M

INTER-OFFICE MEMORANDUM

AIR CORPS
MATERIEL DIVISION

JFB:nl

Date November 30, 1940

TO: Chief, Experimental Engineering Section

SUBJECT: (check)

EXPERIMENTAL ENG.
Engines
Propellers
Aircraft
Armament
Equipment
Accessories
Communications
Misc.

PRODUCTION ENG.
Attack
Bombardment
Cargo
Observation
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Misc.

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INSPECTION

Barrage Balloon Equipment - Breakdown of 1941 Funds

(3) Item 692-1 L/A Accessories

(a) Helium Purification Equipment (Source: Independent Engineering Co.)	$ 35,000.00
(b) Hydrogen Generating Equipment (Source: Independent Engineering Co.)	40,000.00
(c) Miscellaneous, L/A Accessories	14,455.00
Total	$ 89,455.00

c. Breakdown of Funds, Project 73-11, Listed in c, above.

(1) Item 626-1 Balloons

(a) 8 to 10, Balloons, Barrage, Low Alt., including designs, etc. (Source: Goodyear, Air Cruisers, General Tire & Rubber Co., Firestone Co.)	$ 75,000.00
(b) Lightning Protection Equipment	10,000.00
(c) Miscellaneous Balloon Parts	4,000.00
Total	$ 89,000.00

(2) Item 684-1 L/A Ground Equipment

(a) 4 ea. Winches, High Alt. Barrage Balloon (Source: Harmon-Herrington, James Cunningham Sons, Pacific Car & Foundry, Silent Hoist and Others)	$ 25,000.00
(b) Miscellaneous Winch Accessories and Parts & Transportation Equipt.	13,550.00
Total	$ 38,550.00

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INTER-OFFICE MEMORANDUM

AIR CORPS
MATERIEL DIVISION

JPB:nl

Date November 30, 1940

TO: Chief, Experimental Engineering Section

SUBJECT: (check)

EXPERIMENTAL ENG.
- Engines
- Propellers
- Aircraft
- Armament
- Equipment
- Accessories
- Communications
- Misc.

PRODUCTION ENG.
- Attack
- Bombardment
- Cargo
- Observation
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Barrage Balloon Equipment - Breakdown of 1941 Funds

(3) Item 692-1 L/A Accessories

(a) Cable for 10 High Alt. Barrage Balloons (Source: Roebling's, American Steel, American Chain, and Others)	$40,000.00
(b) Cable for 40 Low Alt. Barrage Balloons (Source: Roebling's, Amer. Steel, Amer. Chain Co., and Others)	39,000.00
(c) Helium (Source: Bureau of Mines)	25,000.00
(d) 250 ea. Valve, Helium and Hydrogen Cylinders (Source: Kerotest Co.)	1,000.00
(e) Helium, Transfer Equipment	5,000.00
(f) Miscellaneous Transportation and Ground Handling Equipment	7,829.00
Total	$ 117,829.00

2. Barrage Balloon Equipment at Completion of Program Outlined in Paragraph 1.

The following equipment will be available as a result of 1940 and 1941 procurements:

a. Low Altitude Barrage Balloons

(1) Dilatable Type (1940 Funds) Goodyear	6
(2) Dilatable Type (1941 Funds) Goodyear	20
(3) Ballonet Type (1941 Funds) Air Cruisers	26
(4) Ballonet Type (1941 Funds) British	2
(5) 8 to 10 Ballonet & Dilatable (1941 Funds)	8-10
	82-84

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INTER-OFFICE MEMORANDUM

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AIR CORPS
MATERIEL DIVISION

Date November 30, 1940

TO: Chief, Experimental Engineering Section

SUBJECT: (check)

Barrage Balloon Equipment - Breakdown of 1941 Funds

EXPERIMENTAL ENG.
Engines
Propellers
Aircraft
Armament
Equipment
Accessories
Communications
Misc.

PRODUCTION ENG.
Attack
Bombardment
Cargo
Observation
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b. High Altitude Barrage Balloons

(1) Dilatable Type (1941 Funds)
Listed in Par. 1, d (1), (a). 8-10

c. Winches for Low Altitude Balloon

(1) P.O. AC-15648 (1941 Funds) 12
(2) A.F.P. 160832 (1941 Funds) 40
52

d. Winches for High Altitude Balloon

(1) A.F.P. 160825 (1941 Funds) 10
(2) Listed in Par. 1,c.(2),(a)(1941 Funds) 4
14

e. Winches for Low Altitude Balloon, Mobile Type

(1) A.F.P. 160865 Mobile Type (1941 Funds) 2
(2) Listed in Par. 1, d, (2), (a) (1941 Funds) 6
(3) A.F.P. 160864, British Barrage Balloon Equipment (1941 Funds) 2
10

f. Cable for Low Altitude Balloons

(1) For 10 Balloons (1940 Funds)
American Wire Co.(P.O. 40-8271) 10

(2) For 10 Balloons (1941 Funds)
Roebling's (P.O. 41-2255) 10

(3) For 2 Balloons A.F.P. 160864
(British Equipt.) 2

(4) For 40 Balloons, listed in par. 1,e.(3)(b) 40
62

g. Cable for High Altitude Balloons

(1) For 10 Balloons listed in par. 1,e.(3)(a) 10

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INTER-OFFICE MEMORANDUM

AIR CORPS
MATERIEL DIVISION

JWBanl

Date November 30, 1940

TO: Chief, Experimental Engineering Section

SUBJECT: (check)

EXPERIMENTAL ENG.
- Engines
- Propellers
- Aircraft
- Armament
- Equipment
- Accessories
- Communications
- Misc.

PRODUCTION ENG.
- Attack
- Bombardment
- Cargo
- Observation
- Pursuit
- Training
- GFE
- Radio
- Misc.

CONTRACTS
- Administration
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FIELD SERVICE
- Administrative
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Barrage Balloon Equipment - Breakdown of 1941 Funds

h. Cable Accessories

(1) Terminals for 100 balloons, A.F.P. 160456 100

i. Trailers, Gas Cylinders Carrying

(1) 3 ea. Trailers, P.O. M-3703 3

j. Helium

(1) 2,500,000 cu. ft. for approximately 10 High Altitude and 50 Low Altitude Balloons. Listed in par. 1, c, (3) (a).

k. Helium purification equipment, hydrogen generating equipment, ground handling equipment and accessories for the quantities of balloons and winches listed in preceding sub-paragraphs.

3. Unless otherwise directed by your office, procurement of barrage balloon equipment listed in paragraph 1, d and e, will be initiated.

PAUL H. KRAMER,
Major, Air Corps,
Chief, Aircraft Laboratory.

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Subject: Barrage Balloon, Type D-2

1. Specifications of the barrage balloon, type D-2, (Navy No. 07278) were prepared based on preceding designs. A purchase order No. 89150 for three balloons was placed with the Goodyear Tire and Rubber Company, Akron, Ohio. These balloons on completion were shipped to Ft. Monroe, Virginia, to the Coast Artillery for whom the development of barrage balloons of this type was undertaken. One of these balloons was flown out to use during maneuvers by the Coast Artillery personnel. Material Division Representative, Mr. W. E. Hoffmann, was then sent to Ft. Monroe to supervise operation of the remaining balloons. His report of the succeeding test follows.

1. Tests of the type D-2 barrage balloon were conducted jointly by the Coast Artillery Corps, Fort Monroe, Va., and the Air Corps, Langley Field, Va., between March 14th and 30th, 1927 for the purpose of determining the riding qualities and ceiling of the balloon.

2. One balloon was lost during preliminary tests when the cable broke as the balloon was being hauled down. Failure of the cable occurred at the leading-off sheave when the balloon dove, bending the cable sharply across the cable guide.

3. A second balloon was inflated and after several days' delay on account of adverse weather conditions, a flight test was made. The concentration point of the suspensions had been adjusted to a point well forward of the C.B. and sufficient sand placed on the rear bending guys to give the proper trim. Light ground winds prevailed at the time of the test with a twenty-mile wind aloft. The balloon was held on the ground to allow the lobes to inflate and then let up to 3,000 feet. The instant the winch was stopped the balloon nosed over and turned broadside to the wind. It was noted that the lobes at this time were not sufficiently rigid to maintain stability. It was also noted that the aft end of the dilatable gore was almost completely expanded, whereas the forward end was still partially dilated. The reason for this condition is apparently an insufficient number of elastic cords in the aft end of the gore. The condition is worse when operating the balloon in a wind, since the pressure on the nose causes expansion of the aft end of the gore, with consequent shift of the axis toward the tail.

Upon hauling down, the scoop flap in the rudder was examined to determine the effect of the loss in pressure on the lobes and it was found that the flap was not of sufficient size to prevent air from being forced out through an external pressure was built up on the lobes.

A larger flap was installed and during the next test, lobes operated at pressures of 12 centimeters of water during the ascent. At 3,000 feet the weight on the bridle was increased to 115 pounds. By this time the ground wind had increased to such an extent that it was not considered safe to let the balloon ride, however, the balloon was allowed to ride on the cable with [illegible] the balloon was allowed to ride on the cable with [illegible] and gore observed. [illegible] were obtained until [illegible]

AMMERMAN BOOTH MARTIN

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Title: Barrage Balloon, Type D-2

On the 28th weather conditions were favorable with a gentle wind blowing. The ballon was put up to 300 feet and rode fairly well with the exception that directional stability was poor. Failure to head into the wind properly is no doubt due to the poor streamline effect caused by the improper functioning of the dilatable gore.

4. In addition to adding more elastic cords to the aft end of the gore, it will be necessary to either increase the number the entire length of the gore or replace the present ones with cords of a larger diameter. This is necessary for the reason that the resistance of the present cords is not great enought to build up sufficient pressure. It is estimated that the gore would be completely expanded at about 1/2 inch pressure.

5. Besides making the necessary alterations to the gore, the following changes are recommended:

a. Reinforce leading edge of air scoop with webbing to insure its taking air. This was found necessary during tests and the change has been made on the balloon that is being shipped to this Division for additional alterations.

b. Add 8 inches to the width and 6 inches to the length of the air scoop flap; flap to be tied to patches with 2 inches of slack.

c. Attach handling guys and suspension lines to patches by means of square knot and splice.

d. Add patch farthest point aft on bag on which to hang the trim ballast.

e. Decrease the size of the loops on the handling guys to 2 inches. This is necessary for the protection of the crew (especially a green crew) since the men have a tendency to stick their hands thru the loops.

f. Shorten the total length of the suspension lines 6 feet.

g. Determine by experiment the exact length all suspension lines should be to give proper trim and mark this point on each line. Unless this is done, considerable time will be required to adjust the rigging each time a new balloon is rigged.

6. One balloon is being prepared for shipment to this Division by freight in accordance with telegraphic instructions.

7. Upon receipt of the balloon at [illegible], a check of the properties of the fabric used in the different gore sections will be made [illegible] by the Goodyear Tire and Rubber Company [illegible] Specification 20-21, dated July 15, 1942.

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Project Record No. L- Part No. 80 Sub No. 27-12 Page No. 11

Title Barrage Balloon, Type B-2

to procure a sufficient quantity of elastic cord to conform to this specifications. On receipt of this cord from the manufacturer, tests indicted that a load of 14 lbs was required to produce 100% extension, the requirements of the Specification being 10 - 15 lbs. for 100% extension. After replacement of the Goodyear elastic by the new elastic, the balloon was filled with air on October 26, 1927. The balloon still expanded more rapidly aft of the maximum diameter than was intended.

Oct. 31, 1927 — Balloon was inflated with hydrogen to determine its characteristics with the new elastic. It was evident that some revision in the spacing of elastics would be necessary to obtain uniform expansion and to determine extent of revision necessary, some outside elastics were removed at the forward end and those at aft end were shortened. Beginning with the third pair of elastics from the nose end every fourth pair thereafter, the outside elastics were removed as far aft as the middle of the next to last catenary. Beginning at next to last catenary point, the outside elastics were shortened 1, 2, 3, 4 and 5 inches successively thru to the tail. Under pressure of 1 inch of water with this arrangement of elastics, the balloon was fully inflated except slightly at the center portion and the shape was good. Recommended that inside elastics be corrected similar to those on outside when balloon is deflated.

Nov. 28, 1927 — After correction of inside elastics similar to outside corrections, the balloon was inflated with air. Under pressure of 1.1 inches, the balloon was uniformly expanded and appearance was good. The spacing of elastics, however, was not uniform and an attempt was made to reshape them in order that drawings could be revised for production. Respacing of the grommets was undertaken based on the corrections noted above, that is, the spacing of grommets was increased thru the forward portion of the balloon and decreased thru the aft end. On completion of these changes, the envelope was again inflated with air and it was found that the aft portion did not expand as rapidly as the forward portion as the result of decreasing the grommet spacing too much. A load-extension test of the elastic used in this balloon gave the following results:

Load lbs.	Measured Length Inches	Stretch Inches	Elongation Percent
0	10.00	0	0
5	10.375	.375	3.75
10	14.26	4.26	42.6
15	20.25	10.25	102.5
20	25.25	15.25	152.5
25	29.25	19.25	192.5
30	30.5	20.5	205.0
0	10.125		

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Title Barrage Balloon, Type D-2

Feb. 3, 1928 It was decided to inflate with hydrogen and conduct further trial flights with the revised spacing of elastics. The balloon was inflated with hydrogen to a pressure, which partially expanded it in order that some expansion could be observed from the ground. A Fordson tractor equipped with a Continental winch attached at the rear, operating thru a sheave fixed to a "deadman" served as winch equipment. The balloon was allowed to rise approximately 1000 feet at which altitude it was not stable longitudinally, but turned broadside to wind. It was hauled down and one bag of sand was fastened to each of the rear handling lines. On ascension a second time stability was much improved, although equilibrium was obtained at a fixed angle of yaw. The balloon was up for approximately 15 minutes and the lobes were well filled when a sudden movement of the balloon thru the rear handling lines weighted with the sand bags up in the winch suspension where they fouled and remained. This change in weight distribution upset the equilibrium of the balloon and it dived nose down moving slowly westward. When approximately 100 feet off the ground, its descent was retarded, but it continued moving latterly until the winch cable caught under the buffer ring of the mooring mast where it fouled. All efforts to extricate the cable were futile and it finally broke at the mast allowing the balloon to rise and drift with the wind. It rose to a high altitude and burst, falling near Enon. It was destroyed beyond repair.

No definite reason for the movement of the balloon, which caused the sand bags on the rear lines to become fouled in the suspension, can be given. On the day of this accident, a portion of the reservation was being burned to destroy grass and high weeds and it is thought the heat may have caused eddies or gusts which struck the balloon causing the fouled lines. The accident shows the necessity of tying the sand bags on the rear handling lines close to the balloon or providing a sand pocket near the stern for this weight, which appears to be necessary in the operation of this balloon.

Oct. 8, 1928 Following the destruction of this balloon, action was taken to have the third of the balloons built on P.O. 59180 shipped from Ft. Monroe, Virginia, to Fairfield, in order to continue development of this equipment. Changes which are contemplated consist of

a. Replacement of the original elastic furnished by Goodyear by elastic of the characteristics shown under date of November 28, 1927 with re-spacing of grommets in dilatable gores to produce more uniform expansion. The spacing which will be tried on this balloon is as shown on attached AK 15198.

b. Provide a sand pocket at the stern of balloon sufficiently large to carry the equivalent of three bags of sand.

Engineer: F. B. Swan

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Oct. 3, 1929 (Cont'd.) - c. Re-locate the gas-valve to a position as far aft as practical.

d. Fit the balloon to the dimensions used in calculations, which are as follows, in order to check the calculations:

"Ordinates of concentration point of suspension are 12 ft. forward of c.g. and 22.66 ft. below c.g., which are equivalent to 18 ft. aft of nose and 21.7 ft. below bottom of envelope when it is contracted. With these dimensions the calculations show the b equilibrium is established at angles of -7°, 8° and 12.5° at wind speeds of 0, 20 and 60 m.p.h., respectively."

August 5, 1930 - Scott Field reports the following as a Daily Record -

Aug. 4, 1930.

Inflation was started at 8:15 A.M. and completed at 9:45 A.M.
While putting sand in the pockets on the aft portion of the envelope, a gust of wind struck the right side and the rear bridling line which tore loose from the envelope. It caused a tear in the bag about three feet square. A portion of the gas was allowed to escape until it was possible to gather in the torn area. The hole was repaired immediately and at 1:00 P.M. it was maneuvered into the Hangar.

August 5, 1930.

The repair work on the hole was completed and the ship topped off with approximately 1,000 cu. ft. of Hydrogen Gas.

August 6, 1930.

The winch cable attachment on the balloon was moved forward until it was approximately fifteen feet from the nose with the ship at about 7 degrees nose up and with 40 pounds of sand in each sand pocket.
It was then maneuvered on the field, attached to the winch and allowed to ascend to its maximum altitude. After two and one-half hours in the air the balloon was hauled down and maneuvered to the hangar.
The following data were obtained relative to the flight test made.

a. Maximum Altitude - - - - 4000 feet

b. Wind at various altitudes -

Altitude, Feet.	Wind Speed, M.P.H.
Surface - - - - - -	10
800 - - - - - -	12
1000 - - - - - -	13
1500 - - - - - -	11
2000 - - - - - -	6
2500 - - - - - -	8
3000 - - - - - -	10

(Cont'd. on Page 14)

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August 8, 1930 (Cont'd.) - August 6, 1930 (Cont'd.)

Altitude, Feet.	Wind Speeds M.P.H.
4000	9
5000	7
6000	7
7000	7

c. The balloon was very stable when ascending while at its maximum altitude and when hauled down. The low altitude obtainable was due primarily to low winds, and on account of the heavier cable being used and the weight of the wind cones.

d. Tests will be continued when the wind velocity at various altitudes is higher than that shown above.

August 22, 1930 - Scott Field returns accomplished Service Test Requirements No. 237.

September 9, 1930 - Letter to the Chief of the Air Corps, stating that suitable balloon and winch equipment have been developed and a decision is desired as to the responsibility for procuring and operating this equipment. Reference was made to Letters of March 3, 1923 and April 13, 1923, in which it was stated that the Air Corps was responsible for the development of Barrage Balloon equipment, while the Anti-Aircraft Artillery Units were charged with their operation.

September 11, 1930 - Exception was taken to the above letter by Major Crom of the War Plans Section, in that it was believed that the tactical value of the equipment should be made an issue before status is charged and war planning accomplished.

September 19, 1930 - Memorandum to the Chief, Experimental Engineering Section, commenting on the contents of Major Crom's Memorandum and discussing the entire situation. It was pointed out that equipment thus far developed is capable of reaching an altitude of 15,000 feet; however, since the time these requirements were established, the effective altitude was increased and it therefore appears that the operating altitude for Barrage Balloons should be increased accordingly. However, it is further believed that this increase in requirements brings in a tactical value to such an extent as to make it the influencing factor for further development.

September 19, 1930 - Letter to the Chief of the Air Corps, stating that the equipment has been developed to meet the requirements as originally specified, namely an altitude of 15,000 feet and pointing out the tactical phase of the situation, as discussed in the Memorandum to the Chief, Experimental Engineering Section of even date. Information was also furnished to the effect that this equipment will be held on a Service Test status until such time as the Division may be informed of the policy regarding future development on this class of equipment.

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Title : Barrage Balloon Type D-2

Oct 18, 1930 Letter Col Wm E. Gravel to Chief of Industrial War Plans section stating that tactical value of bar bal equip has been questioned. Article in Air Corps monthly Digest of Procurement Planning Activities for Sept. Col Gravel comments in detail on fact that Lt Col A W Barry was believed to be the best informed officer in Air Corps on matter of bar bals. Requested that the Division get in touch with this officer and secure his comments before any attempt are made to eliminate this equipment on the basis of not possessing any tactical value.

Oct 23, 1930 Letter to Lt Col A W Barry.
His comments requested.

Oct 31, 1930 1st ind. from Col Barry in reply to Division's letter of Oct 23 rd. Report on his observations.

Nov 8, 1930 Equipment will be held in a service test status until exact policy conc the use of bar bals in future warfare is may be determined.

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Project Record No. [illegible] Part No. [illegible] Page No. 2

Title Barrage Balloon Winch

May 2b, 1927 Design started based on old Post Type drawings of Barrage Balloon Winch.

Mar. 1, 1928 Work of construction in Factory Section, McCook Field and Winter-Storage Section shops, Wilbur Wright Field started.

Mar. 15, 1928 Purchase Requests [illegible] initiated for two (2) wheels.

Mar. 26, 1928 Purchase Requests Nos. 5344, 5345, 5346 and 5350 initiated for Ford engine parts to replace those on this rig.

[illegible], 1928 Letter from Mr. W. P. Burton transmitting memorandum from [illegible] Section to Project Heads, Int. Co. Barrage Balloon Winch:

"In the year 1930 a French Barrage Balloon was shipped to Fort Omaha, to be used in connection with the design of an American type. It was equipped with a very small motor of not over 15 H.P. After thorough investigation, it was decided that for simplicity the general features of the design could not be improved upon. Therefore, a set of drawings was made patterned after the French design and contemplating the use of the standard Ford engine. All dimensions were changed from the metric system to the nearest dimension in inches. Before being transferred to foreign material was ordered, patterns made, and most of the castings obtained. These unfinished parts were then shipped to McCook Field. No further action was taken until P.O. 650-11 was issued which work was resumed at the Material Branch, Wilbur Wright Field. Such parts as could not be machined at this station were to be finished in the Factory Branch at McCook Field. The work was progressed slowly (due to the limited amount of personnel available) until the present date, with nothing of special importance to note."

Aug. 7, 1934 Work of construction in Factory Section, McCook Field and Winter Storage Section, WWF, completed.

Aug. 1, [illegible] Making drawings showing all changes made during construction [illegible] Mr. Arnold, Chief, Drafting Unit, E/M Section.

Sept. [illegible] '34 to Dec. [illegible] '34 Several tests were made with this winch in the triangulation balloon attached, including operations during the air races, Nov. 2, 3, and 4. No [illegible] were undertaken as the

After preliminary adjustments were made no real difficulty was experienced. The winch appears to serve the purpose satisfactorily for the operation of balloons up in excess of 5000 to 7000 cu. ft. capacity. Sufficient horsepower is not available, however, for larger balloons. (Note: If in the future Barrage Balloons of 12,000 c.f. are used, this winch would be useless for operations. It could still be used for operations of Triangulation and other small balloons, however.

McCook Field-3-16-22-5M.

ENGINEER: [illegible] E. Soligno

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Project Record No. L-19 (e) E.O. No. 680-1-24 Part No. Page No. 1

Title WINCH FOR BARRAGE BALLOONS - TYPE A-7.

August 10, 1927 - E.O. 680-1-24 covering:

"Investigation to determine requirements for design of experimental Barrage Balloon Winch for use with Barrage Balloons of 16,000 cu. ft. volume in envelope", initiated.

The small winch used with Triangulation Balloons and originally intended for Barrage Balloons, was found to be of insufficient capacity for use with balloons in excess of 9,000 cu. ft. volume. The study will be for the basis for design of experimental model. Purchase of one model is included in approved Experimental Program, F.Y. 1928 to the amount of $2,900.00.

November 18, 1927 - The following letter received through the Dayton Troy Auto Company, Dayton, Ohio, dated November 14, 1927 -

We are in receipt of your wire of even date, relative to Continental Winch for Fordson Tractor, and are glad to mail you descriptive literature of this winch with prices, discount, etc. With normal tractor speed of 1000 R.P.M. with our standard gear ratio with drum empty of cable, the line speed would be 125 ft. per minute, with drum 1/2 filled with cable the speed would be about 225 ft. per min., we can give you a special sprocket that will double this speed, and it is possible to increase the tractor speed to about 1400 r.p.m. Of course this would not be advisable for any great length of time. The drum on the single drum type and lower drum on double drum type will hold about 2000 ft. of 3/8" cable and if you do not require this much cable it is possible to lag the drum so that it will hold about 800 ft. of cable and then with the standard gear ratio and at 1000 R.P.M. of tractor, the cable speed would be about 250 ft. per min. This would give 500 ft. as at 1400 R.P.M. of the tractor. We can give you this winch by making a special drum that will hold about 6 or 8 hundred ft. of cable and that is 1" cable, and use our std. gear. We would required about 10 days in completing a job of this kind. With our standard winch, with speed of 125 ft. per mi., we have a line pull of 6000 lbs. If your load is not over 2000 lbs. we can give you just what you want with only a change of one sprocket, and we can do this with out any cost above our regular price. Prices are on single drum friction type is $326.00 on the Double drum friction type is $450.00. We give a discount of 20% to Ford dealers. We will be very glad for you to advise us if there is any other information that we can furnish you.

December 5, 1927 - E.O. 28-2702, covering purchase of one Improved Continental Winch for Fordson tractor, drum capacity 20,000 feet 1/8 cable placed with the Dayton & Troy Auto Company, Dayton, Ohio.
Unit price $325.00. Freight $13.00.

December 13, 1927 - Test of a Fordson Tractor equiped with Continental Winch loaned on trial by the Dayton & Troy Auto Company. Test made on E.O. 680-2-25, issued on this date.

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Project Record No. L-19 (e) P.O. No. 680-1-34 Part No. Page No. 2

Title WINCH FOR BARRAGE BALLOONS - TYPE A-7

December 20, 1927 - P.O. 35-2431, placed with the Dayton & Troy Auto Company, covering purchase of (a) Two Fordson Tractors, equiped with solid tires front and rear, high compression head special gear ratio on intermediate speed, and white two-speed power take-off. Total cost of two tractors - $1730.60. (b) One Improved Continental Winch, drum capacity 20,000 ft. of 1/8 cable. Cost $338.00.

Tractor	$432.30
Solid Tires	290.00
White power take-off..	112.00
	$834.30

June 1, 1928 - Tests of A-7 Barrage Balloon Winch at P.A.D. Results satisfactory, except for spooling of cable and brake arrangement.

June 12, 1928 - Tests of White two-speed power take-off.

June 14, 1928 - Amendment of P.O. 680-2-25, covering "Design and preperation of experimental drawings of spooling device and brake mechanism for Fordson Tractor equipped with commercial standard winch mechanism" issued.

July 13, 1928 - Design of spooling device for Continental Winch completed, including brake hand lever and sprague.

August 25, 1928 - P.O. 680-2-25 amended to cover construction of traveling guide assembly, Dwg. X-160684.

November 14, 1928 - Barrage Balloon Winch, Type A-7, Dwg. X-162048, P.O. 23114, entered in Experimental Classification.

August 29, 1929 - Questionnaire 27 for Type A-7 Winch prepared.

March 30, 1929 - One Barrage Balloon Winch, Type A-7, shipped to Scott Field.

September, 1929 - Questionnaire 27 forwarded to Scott Field, Illinois.

January 2, 1930 - Letter to the Material Division Representative, Scott Field with two copies of Questionnaire 27, requesting that test of this winch be conducted in conjunction with the tests of the [illegible] Barrage Balloon, giving same reasonable priority in order to [illegible] conclusions may be obtained for the information of the Chief of the Air Corps for whom the development of this device was undertaken.

June 20, 1930 - Scott recommends the use of 1/8 dia. cable, in order that the [illegible] may be made of the spooling device on the winch. (Cable furnished with the winch being approximately 3/16" diameter).

July 26, 1930 - Division's letter to Scott Field, recommending removal of cable spooling device and the use of 3/16" cable, in order to expedite tests on the Winch and Barrage Balloon, Type A-7.

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Title: [illegible] BARRAGE BALLOONS - TYPE A-7

August 7, 1930 - Barrage Balloon Winch, Type A-7, tested at Scott Field, Illinois.

Sept. 5, 1930 - Accomplished Questionnaire #7 returned. Questionnaire is as follows:

Introduction:

The Type A-7 winch was developed for use in connection with the operation of Barrage Balloons and is essentially a commercial product with the addition of a cable spooling device. The following units make up the complete winch.

Fordson Tractor	-	(Commercial product)
Continental Winch	-	(Commercial product)
Power Take Off	-	(Commercial product)
Cable Spooling Device	-	(Special)

Purpose:

The outline on the following pages is intended for recording data which will be of value to the Division in determining -

a. The suitability of this winch for purpose intended.
b. The practicability of the cable spooling mechanism.
c. Whether or not the winch is of sufficient size and capacity for operation of barrage balloons.

Instructions:

The cable spooling arrangement has been designed for 1/8 inch diameter cable, which is intended to be passed through a sheave anchored at some distance from the winch position in order to decrease the side load on the cable guide rollers.

A bumper arrangement has also been provided, which is intended as a protection for the spooling mechanism and to be used as a means of anchorage when the winch is in the operating position.

The drum brake lever has been re-located in order that the operator may readily have access to both the brake and clutch levers from a position on the ground directly back of the rear left wheel.

It is requested that the above instructions regarding the use of a guide sheave, method of bracing and operating position, be observed in reporting the following test data.

Test Data:

1. Type of balloon with which tested - Barrage Balloon, Type B-2.
2. Date of Test. - August 7, 1930.
3. Distance at which the leading off sheave was anchored from the winch. - Approximately 50 feet.
4. Is the cable evenly spaced on the drum by the spooling mechanism? - See Comments listed under Questionnaire.
5. Is the protection provided for the spooling mechanism sufficiently sturdy to withstand the shocks encountered in ordinary handling? - It is believed the protection provided is sufficiently sturdy.

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Project Record No. 3-1, Vol. I, T.O. No. 58-1-26 Part 6, (2) Page No. 7

Title WINCH #49 [illegible]

Sept. 7, 1920 - Questionnaire continued:
(Cont'd.)

Test Data: (Cont'd.)

6. Is the bracing arrangement satisfactory for the purpose of anchoring the winch against movement caused by the pull on the cable? - Yes. The method for holding anchor when not in use is unsatisfactory. See Comments listed after questionnaire.

7. Can the cable be readily anchored to the drum in the manner provided? - Yes.

8. Should more protection be provided for the gears of the spooling mechanism? - Sufficient protection is provided.

9. Should a guard be provided for the main drive chain? - Yes.

10. List minor alterations found necessary for successful operation. - See Questions 4 and 8.

11. What alterations are recommended for its improvement? - See Comments listed after questionnaire.

12. Does the experimental use of this winch indicate sufficient merit to warrant its operation as the standard winch for use in barrage balloon operation? - Yes.

13. Comments, criticisms and suggestions. - See Comments listed below.

Signed: Roger S. McCullough,
Captain, Air Corps,
Engineering Officer.

Scott Field, Illinois
August 29, 1920.

Comments on Type T-7 Winch for Barrage Balloons - Questionnaire #1.

Question 4:

1. 5/16" dia. cable was furnished with the winch by which means it was possible to use the spooling mechanism at this device in the case with 3/8" dia. cable.

2. A cable threading device was installed however, which made use of the rollers for roller guide installation, as shown on Photos C-614 and 615 attached.

3. When the cable was hauled in slowly it could be laid evenly on the drum.

Question 6:

1. The leather straps provided to hold the arm or cradle when free of tension or in use, failed when the winch was moved over rough ground.

2. The method of holding the anchor was changed, using a 1/2" dia. rod, bolted to the winch frame and hooked to the anchor as shown on Photos C-613 and 619.

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Project record No. C-1, [illegible] Page No. (2) Page No. 5

Title [illegible]

Sept. 2, 1936 - Comments on Questionnaire 2T (Cont'd.)

Questions 11 and 13:

1. The power take-off had very little play when in operation. Upon removal for inspection the retaining nut for the power take-off gear was found badly worn on account of interference with the clutch throwout fork. This interference was eliminated by using a thinner nut.

2. The winch shaft interfered with shaft (A), Photo C-117, of the power take-off so the latter had a ground approximately 1/8" deep in one side of the shaft. Steps were formed on the shaft on account of the interference which prevented it being used satisfactorily for high speed position.

3. An attempt was made to relocate the power take-off assembly 3" forward along the direction of the shaft (A), Photo C-117, interference with the engine mount B. This interference may be eliminated by installing a cap in the engine housing providing it will not interfere with the oil-gasket and clutch mechanism.

4. After hauling down the balloon the winch clutch cam, as shown on Photo C-117, slipped on account of insufficient clearance on the drum shaft. Before the engine could be stopped the car drove to the winch and as a result the winch clutch lever was broken off from its fastenings on the cam. The winch was fastened for the necessary repairs were made and it functions satisfactorily.

5. The [illegible] the the cable dressing bed [illegible] or [illegible] being engaged at all times. It is recommended a [illegible] be provided to disengage the pawl when not in use.

6. It is recommended a pedal brake lever with cable and pull be provided, so the drum can be held stationary without having to use the brake drum ratchet in case the winch operator is required to leave the winch momentarily.

7. It is further recommended that a remote throttle control be provided within reach of the winch operator when he is operating the clutch and brake levers of the winch.

8. The added features recommended in 6 & 7 above will greatly improve the operation of this winch, to the extent that it can be handled efficiently by one man.

9. Photograph C-116 shows a side view of the winch.

Sept. 4, 1936 - Letter to the Division Executive, Scott Field, [illegible] work phases recommended in questionnaire No. 27 because as soon as possible and drawings furnished to this Division.

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Project Record No. G-1, Vol. I E.O. No. 680-1-24 Part No. (b) Page No. 6

Title WINCH FOR BARRAGE BALLOONS - TYPE A-7

Sept. 12, 1930 - 1st Indorsement, Sept. 10, 1930, from the Materiel Division Representative, Scott Field, Illinois, advising that changes recommended in Questionnaire #27 will be made at that Station and drawings showing same forwarded to this Division as soon as possible.

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Project Record No. L-17 Part No. 680.12 Page No. 7

Title BARRAGE BALLOON WINCH

Oct. 23, 1928 - Memorandum to the Chief, L/A Branch, re Report on Triangulation Balloon Winch, Type A-4. This Memo forms a basis for filing ensuing factory report with the Chief, Experimental Engineering for removal of Item 107-6 now listed in the Status of Equipment Book as Triangulation Balloon Winch, Type A-4, experimental. Description - This item of equipment consists of a gas-engine-driven windlass mounted on a two-wheel trailer. The power for driving the windlass is supplied by a std. model T Ford engine. For field use, this winch is dependent for its mobility on the towing by some self-propelled vehicle such as a truck or tractor, while for long distance hauls, it may be transported on platform trucks or on railcars. A more comprehensive idea of this winch may be had by inspection of attached Photo No. 22973. In the use of this winch for hauling-down balloons, the cable leading off the drum is passed thru a sheave, the latter anchored to a deadman placed at a convenient distance from the winch. Object - Originally this winch was intended for use in connection with the operation of barrage balloons, later however, after it was found lacking for the purpose for which it was intended, its designation was changed to triangulation balloon winch. Historical - In the year 1920, a French barrage balloon winch was shipped to Fort Omaha, to be used in connection with the design of a U.S. Army winch of this type. After thorough investigation, it was found that for simplicity the general design features of the French barrage balloon winch could not be improved upon. Therefore, a preliminary design was made patterned after the French design, but contemplating the use of a std. model T Ford Engine, instead of an engine of approx. 15 H.P. such as used in the French winch. All dimensions were changed from metric to the nearest equivalent in inches. In May 1923, drawings were started at the Engineering Div., McCook Field, based on the original Ft. Omaha's dwgs. On March 1, 1924, work of construction for one barrage balloon winch was started and on 8-5-24 construction of same was completed. Results of Tests - a. From Sept. 5th to Nov. 8, 1924, tests were made of this winch, including the flying of the triangulation balloon, which was used as a "pilot" during the Air Races, October 2, 3 and 4, 1924. b. During the tests, a triangulation balloon of 5,500 cubic feet was used and it soon became evident that the hauling-down capacity of this winch was inadequate for hauling-down barrage balloons. c. In a brief report entered in Page 3 of Project Book L-17 by Mr. Airhart who supervised the tests, the following observations are noted: "After preliminary adjustments were made no real difficulty was experienced. The winch appears to serve the purpose satisfactorily for the operation of balloons not in excess of 6000 to 7000 cubic feet capacity. Sufficient horsepower is not available, however, for larger balloons. If in the future barrage balloons of 24,000 cu. ft. are used, this winch would be useless for operations. It would still be used for operation of triangulation and other small balloons however." d. The change in the designation of this winch from barrage balloon winch to triangulation balloon winch was influenced by Mr. Airhart's report (c). Comments and Recommendations - The following comments and recommendations concurred in by Master Sergeant Wm. J. Bennett, who also witnessed the tests carried out by Mr. Airhart

ENTERED: J.F. Soligno

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Oct. 25, 1928 (Cont'd.) - are as follows: a. The power available at this winch is not sufficient for the operation of balloons larger than 7000 cu. ft. if hauling-down speed is to be considered. b. This winch is very cumbersome for transporting and difficult in maneuvering about especially in narrow roads and restricted spaces mostly due to its extremely wide bread (81 inches), high center of gravity above the axle, small wheels and high cambered springs. c. Over rutted roads or thru fields, the speed at which this winch can be towed is very low and distortion of the frame and limber very pronounced. During one towing test over uneven ground one spring and one spring shackle were broken and the limber twisted. d. The only one winch of this type is now stored at the L/A Shops, F.A.D., and is in unserviceable condition due to deterioration. e. As there is no demand for a unit of this kind nor for the use of any of its component parts, it is recommended that this one particular winch now stored at the L/A Shops, F.A.D. be salvaged. f. It is further recommended that this item of equipment be declared obsolete and that the requirements for this type of winch listed in the Status of Equipment Book as item 197-C be removed therefrom. g. The proposed new barrage balloon winch could replace item 197-C as to include the requirements for both triangulation and barrage balloon winches.

Oct. 31, 1928 - Winch, for Triangulation Balloons, Trailer, Type A-4, removed from Status of Equipment Book.

ENGINEER: J.P. Bolgiano.

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Date June 20, 1941

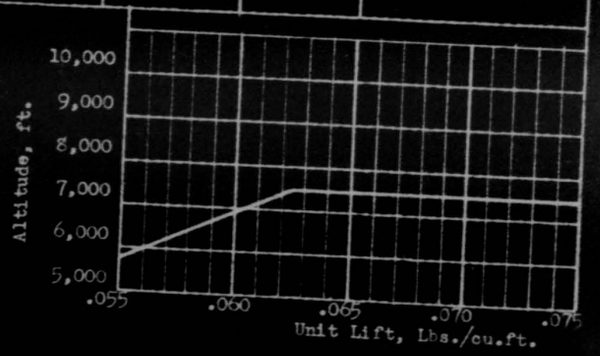
BARRAGE BALLOON TYPE D-6 LOW ALTITUDE DILATABLE

Contractor: Air Cruiser, Inc.

Contract A.C. No.	Model Spec.	A.C. Type Spec.	Quantity	Cost Each	Scheduled Contract Completion
17852	1500	R-2009-A	4	9044.	45 days afted acceptance of first UNIT.

I. PERFORMANCE

1. Altitude (Still Air)



2. Rate of Ascent — 250 to 1200 ft./min.
3. Rate of Descent — 125 to 1000 ft./min.
4. Flight, wind speed, contractor guarantee — 50 m.p.h.
   Maximum operated to date
5. Flying Cable diameter — 3/16 inch.
6. Inflation Gas — Helium or Hydrogen.
7. Trim Angle, static — 13 degrees.

Notes. a. Rate of ascent will vary as indicated depending on net lift, wind speed at balloon, and winch pay-out ability.
b. Rate of descent will vary as indicated depending on wind speed at balloon.

II. VOLUMES and WEIGHTS

1. Total Gas Displacement
   a. Basic Dilation — 21,830 cu. ft.
   b. Full Dilation — 27,285 cu. ft.
2. Weights
   a. Balloon, complete — 845 lbs.
   b. Ballast — 40 lbs.
   c. Gross — 885 lbs.

[redacted]

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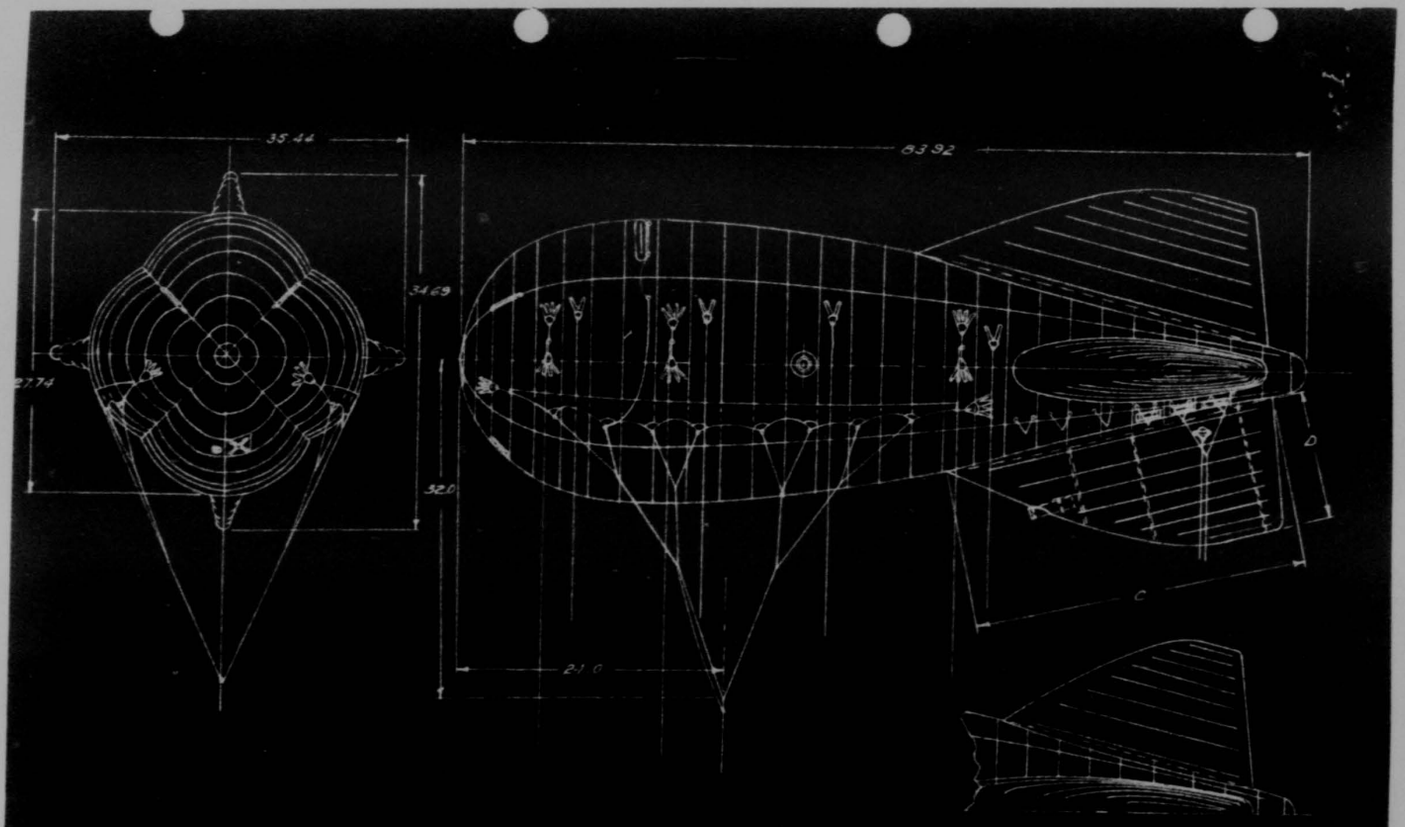

ITEM	C	D
TOP VERT FIN	15.59	11.6
HOR FIN	25.98	12.75
LOW VERT FIN	25.51	12.72

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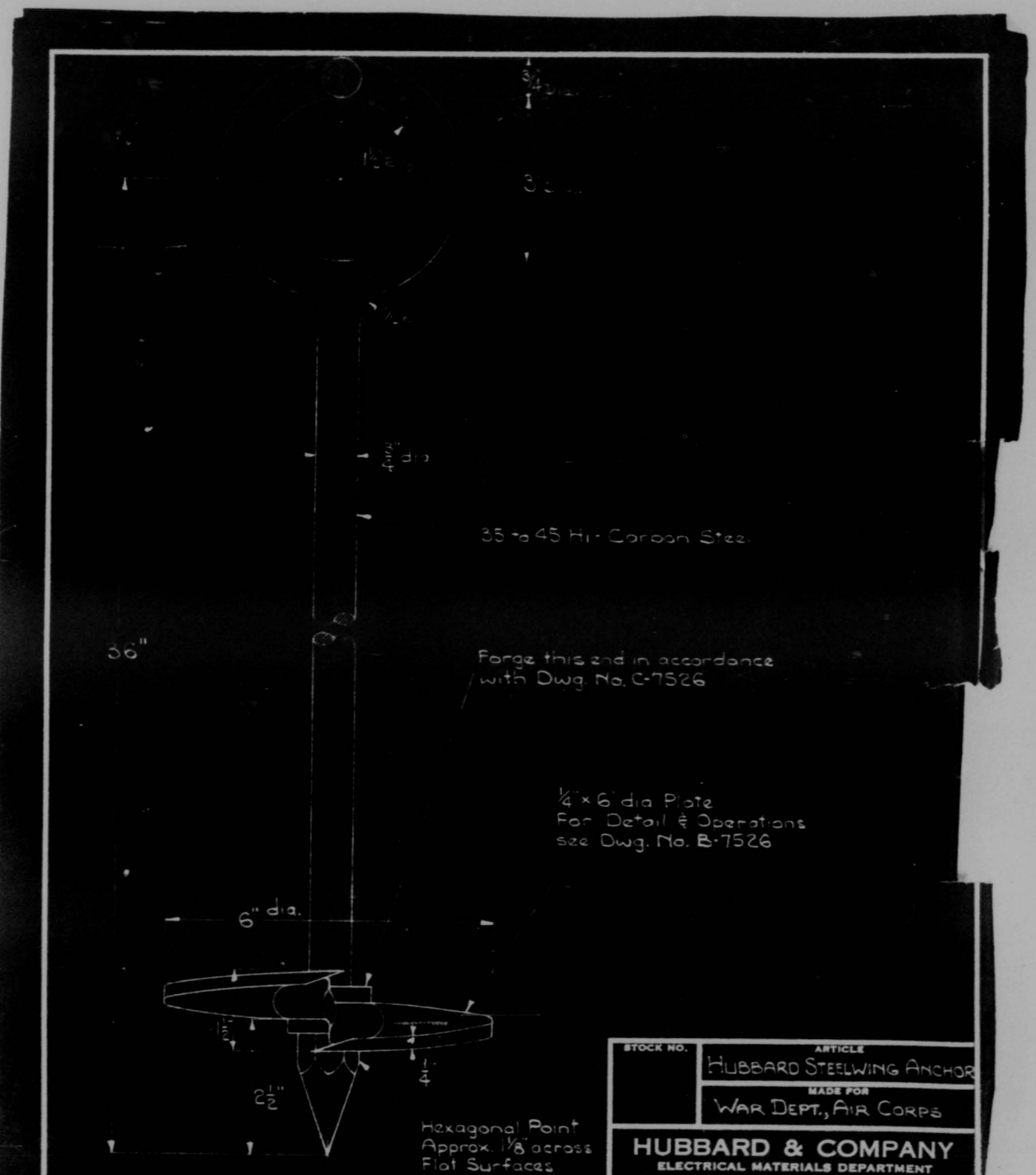

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MATERIEL DIVISION REPORT

PAGE No. 1

FISCAL YEAR 1938

DATE March 31, 1938

STATUS OF "A" FUNDS

PROJECT A-12	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
COMBAT AIRPLANES AND EQUIPMENT						
ITEM 1						
210 Pursuit Airplanes, P-36	12					
Airplanes, P-36A		1	3,755,850 00	3,755,850 00		00
Drawings, Data, etc.		1-b	24,953 00	24,953 00	966 00	-966 00
Airplane Change Orders	1-	1-c	105,000 00	7,575 75		97,424 25
Engines P & W R-1820-13 *			3,885,803 00	3,788,378 75	966 00	96,458 25
* 210 Engines purchased on Item 76-D, F.Y. 1937.						
ITEM 2						
13 Pursuit Airplanes, P-37	12					
Airplanes, YP-37		2	448,253 00	448,253 39		-39
Drawings, Data, etc.		2-b	37,585 00	38,229 82		-644 82
Airplane Change Orders		2-c	13,000 00			13,000 00
Engines-Allison V-1710-11 (13)		2-d	310,986 00	345,280 00		-34,294 00
			809,824 00	831,763 21	00	-21,939 21
ITEM 3						
13 Pursuit Airplanes, XPM-1	12					
Airplanes, XPM-1		3	2,795,000 00			2,795,000 00
Drawings, Data, etc.		3-b	15,000 00			15,000 00
Engines		3-d	621,972 00			621,972 00
			3,431,972 00	00	00	3,431,972 00
ITEM 10						
26 Bombing Airplanes, B-17B	12					
Airplanes, B-17B		10	5,385,900 00	5,385,900 00		00
Drawings, Data, etc.		10-b	11,853 00	11,852 20	1,800 00	-1,799 20
Airplane Change Orders		10-c	158,600 00		170,264 12	-11,664 12
Engines-Wright R-1820-51 (104)		10-d	893,984 00	893,984 00		00
			6,450,337 00	6,291,736 20	172,064 12	-13,463 32
ITEM 11						
1 Bombing Airplane, XB-21	12					
Complete with 2 P.& W.R-2180 Engines		11	555,000 00	00	555,000 00	00
ITEM 12						
2 Bombing Airplanes, Project A	12					
Airplanes		12	1,477,452 00			1,477,452 00
Airplane Change Orders		12-c	65,000 00			65,000 00
Insurance		12-c	30,000 00			30,000 00
Supercharger Installation		12-c	66,000 00			66,000 00
Engines		12-d	52,800 00			52,800 00
			1,691,252 00	00	00	1,691,252 00

Mat. Div. A.C. 10-Wright Field 9-15-37-1M

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE February 28, 1938.

STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

PROJECT A-12	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
COMBAT AIRPLANES AND EQUIPMENT						
ITEM 1						
210 Pursuit Airplanes, P-36	12					
Airplanes, P-36A		1	3,755,850 00	3,755,850 00		00
Drawings, Data, etc.		1-b	24,953 00	24,953 00		00
Airplane Change Orders		1-c	105,000 00	20,857 20	-13,281 45	97,424 25
Engines P & W R-1820-13 *			3,885,803 00	3,801,660 20	-13,281 45	97,424 25
* 210 Engines purchased on Item 76-D, F.Y. 1937.						
ITEM 2						
13 Pursuit Airplanes, P-37	12					
Airplanes, YIP-37A		2	448,253 00	448,253 39		-39
Drawings, Data, etc.		2-b	37,585 00	38,229 82		-644 82
Airplane Change Orders		2-c	13,000 00			13,000 00
Engines-Allison V-1710-11 (13)		2-d	310,986 00	345,280 00		-34,294 00
			809,824 00	831,763 21	00	-21,939 21
ITEM 3						
13 Pursuit Airplanes, XPM-1	12					
Airplanes, XPM-1		3	2,470,000 00			2,470,000 00
Drawings, Data, etc.		3-b	15,000 00			15,000 00
Engines		3-d	621,972 00			621,972 00
			3,106,972 00	00	00	3,106,972 00
ITEM 10						
26 Bombing Airplanes, B-17B	12					
Airplanes, B-17B		10	5,385,900 00	5,385,900 00		00
Drawings, Data, etc.		10-b	11,853 00	11,852 20	1,800 00	-1,799 20
Airplane Change Orders		10-c	158,600 00		170,264 12	-11,664 12
Engines - Wright R-1820-51 (104)		10-d	893,984 00	893,984 00		00
			6,450,337 00	6,291,736 20	172,064 12	-13,463 32
ITEM 11						
2 Bombing Airplanes, Project A	12					
Airplanes		11	1,477,452 00			1,477,452 00
Airplane Change Orders		11-c	65,000 00			65,000 00
Insurance		11-c	30,000 00			30,000 00
Supercharger Installation		11-c	66,000 00			66,000 00
Engines		11-d	52,800 00			52,800 00
			1,691,252 00	00	00	1,691,252 00

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE February 28, 1938.

STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

PROJECT A-12	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
ITEM 12						
5 Bombing Airplanes, 2-Engine	12					
Airplanes		12	1,389,000 00			1,389,000 00
Drawings and Data		12-b	31,500 00			31,500 00
Airplane Change Orders		12-c	77,500 00			77,500 00
Engines		12-d	131,200 00			131,200 00
			1,629,200 00	00	00	1,629,200 00
ITEM 20						
25 Attack Airplanes, A-17A	12					
Airplanes, A-17A		20	631,599 00	631,598 80		20
Engines, P & W R-1535-13 (28)		20-d	266,000 00	259,113 12		6,886 88
			897,599 00	890,711 92	00	6,887 08
ITEM 30						
7 Observation Airplanes, O-47A	12					
Airplanes, O-47A		30	199,136 00	198,774 10		361 90
Airplane Change Orders		30-c		360 36		-360 36
Engines - Wright R-1820-49 (7)		30-d	54,600 00	54,596 50		3 50
			253,736 00	253,730 96	00	5 04
ITEM 60						
95 Basic Combat Airplanes, BC-1	12					
Airplanes, BC-1		60	1,327,910 00	1,327,910 00	00	00
Drawings and Data		60-b	12,000 00			12,000 00
Airplane Change Orders		60-c		70,345 60		-70,345 60
Engines P & W R-1340-47 (95)		60-d	532,000 00	516,973 85	00	15,026 15
			1,871,910 00	1,915,229 45	00	-43,319 45
Advertising in connection with procurement of Combat Airplanes	12	73	00	118 75	00	-118 75
Changes on B-18 Airplanes Contract W 535 AC 8307	12	74	00	00	124,710 60	-124,710 60
ITEM 99						
Government Furnished Equipment	12	99 *	5,022,436 96	3,817,180 15	457,667 34	747,589 47
Unallocated Reserve			869,586 00	00	00	869,586 00
TOTAL COMBAT AIRPLANES AND EQUIPMENT		*	26,488,655 96	17,802,130 84	741,160 61	7,945,364 51

* Includes $225,895.96 reimbursement for GFE furnished from Air Corps stock for National Guard Airplanes.

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MATERIEL DIVISION REPORT

PAGE No. 2

FISCAL YEAR 1938

DATE March 31, 1938.

STATUS OF "A" FUNDS

PROJECT A-12	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
ITEM 20						
28 Attack Airplanes, A-17A	12					
Airplanes, A-17A		20	631,599 00	631,598 80		20
Engines, P & W R-1535-13 (28)		20-d	266,000 00	259,113 12		6,886 88
			897,599 00	890,711 92	00	6,887 08
ITEM 21						
7 Attack Airplanes, 3-Place	12					
Airplanes		21	258,895 00			258,895 00
Data		21-b	1,450 00			1,450 00
Engines		21-d	73,028 00			73,028 00
			333,373 00	00	00	333,373 00
ITEM 30						
7 Observation Airplanes, O-47A	12					
Airplanes, O-47A		30	199,136 00	198,774 10		361 90
Airplane Change Orders		30-c		360 36	7 00	-367 36
Engines-Wright R-1820-49 (7)		30-d	54,600 00	54,596 50		3 50
			253,736 00	253,730 96	7 00	-1 96
ITEM 60						
95 Basic Combat Airplanes, BC-1	12					
Airplanes, BC-1		60	1,327,910 00	1,327,910 00	00	00
Drawings and Data		60-b	12,000 00	00	00	12,000 00
Airplane Change Orders		60-c		70,345 60		-70,345 60
Engines P & W R-1340-47 (95)		60-d	532,000 00	516,973 85		15,026 15
			1,871,910 00	1,915,229 45	00	-43,319 45
Advertising in connection with procurement of Combat Airplanes	12	73	00	302 53	00	-302 53
Changes on B-18 Airplanes Contract W 535 AC 8307	12	74	124,710 60	00	124,710 60	00
Changes on B-18A Airplane Contract W 535 AC 9977	12	75	710,575 00	00	710,575 00	00
ITEM 99						
Government Furnished Equipment	12	99 *	4,935,989 96	4,010,510 57	333,150 30	592,329 09
Unallocated Reserve			536,574 40	00	00	536,574 40
TOTAL COMBAT AIRPLANES AND EQUIPMENT			26,488,655 96	17,982,363 59	1,896,473 02	6,609,819 35

* Includes $225,895.96 reimbursement for GFE furnished from Air Corps stock for Nat'l. Guard Airplanes

Mat. Div. A. C. 10-Wright Field 9-18-37-1M

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE March 31, 1938

STATUS OF "A" FUNDS

PROJECT A-12	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
NON COMBAT AIRPLANES AND EQUIPMENT						
ITEM 31						
26 Amphibian Airplanes	12					
Airplanes		31	1,040,000 00			1,040,000 00
Drawings and Data		31-b	12,000 00			12,000 00
Airplane Change Orders		31-c	18,000 00			18,000 00
Engines		31-d	291,200 00			291,200 00
			1,361,200 00	00	00	1,361,200 00
ITEM 40						
20 Primary Training Airplanes	12					
Airplanes, PT-13A		40	122,240 00	122,229 20		10 80
Engines-Lycoming R-680-7 (20)		40-d	46,000 00	46,000 00		
			168,240 00	168,229 20	00	10 80
ITEM 41						
14 Basic Training Airplanes	12					
Airplanes		41	673,000 00			673,000 00
Drawings and Data		41-b	12,000 00			12,000 00
Airplane Change Orders		41-c	13,000 00			13,000 00
Engines		41-d	157,600 00			157,600 00
			855,600 00	00	00	855,600 00
ITEM 50						
37 Transport Cargo Airplanes	12					
Airplanes		50	2,428,000 00			2,428,000 00
Drawings and Data		50-b	12,000 00			12,000 00
Airplane Change Orders		50-c	50,000 00			50,000 00
Engines		50-d	667,200 00			667,200 00
			3,157,200 00	00	00	3,157,200 00
Advertising in connection with Procurement of Non-Combat Airps.	12	72	00	445 80	00	-445 80
ITEM 98						
Government Furnished Equipment	12	98 *	1,060,739 68	310,700 77	39,351 90	710,687 01
Unallocated Reserve			1,013,545 00	00	00	1,013,545 00
TOTAL NON-COMBAT AIRPLANES & EQUIPMENT *			7,616,524 68	479,375 77	39,351 90	7,097,797 01
TOTAL PROJECT A-12			34,105,180 64	18,461,739 36	1,935,824 92	13,707,616 36

* Includes $122,723.68 reimbursement for GFE furnished from Air Corps Stock for Org. Reserve Airplanes.

Mat. Div. A.C. 10-Wright Field 9-14-37-1M

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MATERIEL DIVISION REPORT

PAGE No. 4

FISCAL YEAR 1938

DATE March 31, 1938

STATUS OF "A" FUNDS

PROJECT A-13	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
Changes on B-18 Bombers already delivered		1	20,000 00		85,466 12	-65,466 12
Gaseous Oxygen Equipment		2	96,000 00	93,150 35	00	2,849 65
Bombsight Modernization including stabilized bombing approach for 14 B-17 and 18 B-18 Airplanes		3	106,000 00	106,000 00	00	00
Navigation Instruments		4				
Modify 125 Type A-6 Octants		4-a	10,000 00	00	10,000 00	00
100 Master Navigation Watches		4-b	10,000 00	00	00	10,000 00
118 Navigation Hack Watches(Wrist)		4-c	4,130 00	00	00	4,130 00
132 Stabilized Drift Meters,B-3 Gyro		4-d	220,692 77	162,435 00	57,330 00	927 77
132 Synchronizer Indicators,Engine		4-e	3,960 00	00	00	3,960 00
209 Pilot's Drift Meters		4-f	4,807 23	4,807 23	00	00
750 Sets Star Altitude Curves		4-g	26,250 00	00	26,250 00	00
6 Type A-4 Line of Position Computers		4-h	25,160 00	23,616 00	00	1,544 00
			305,000 00	190,858 23	93,580 00	20,561 77
Propeller Brakes for B-17 Airplanes		5	17,500 00	17,543 80	00	-43 80
Auxiliary Drives for R-1820 Engines		6	22,932 00	22,932 00	00	00
Safety belts for passengers in Bombardment type airplanes		7	12,000 00	6,789 40	736 00	4,474 60
Caps, Counterweight for BT-9 Props		8	1,000 00	00	00	1,000 00
Conversion of 2 position propellers to constant speed on type C-36 airplanes		9	3,000 00	1,780 38	00	1,219 62
300 B-3 engine driven vacuum pumps to equip spare engines to permit pump being overhauled the same time as the engine		10	20,000 00	19,829 18	00	170 82
230 Refueling pumps for Bombardment and Transport airplanes to replace D-3 type		11	32,000 00	- 00	00	32,000 00
Oil dilution systems for various type airplanes for cold weather aid in starting engines		12	38,000 00	17,529 04	00	20,470 96
Flotation equipment for P-26A and A-12 Airplanes		13	123,372 74	108,628 16	00	14,744 58
Exhaust Silencers for A-17 Airplanes		14	Cancelled			
New engine ring cowling for B-10 and B-12 Airplanes		15	16,632 00	16,632 00	00	00

Mat. Div. A. C. 10-Wright Field 9-14-37-1M

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MATERIEL DIVISION REPORT

PAGE No. 5

FISCAL YEAR 1938

DATE March 31, 1938

STATUS OF "A" FUNDS

PROJECT A-13	Project No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
Vibration Dampners for engines in P-35 Airplanes		16	13,250 00	13,250 00	00	00
Reworking crankshafts for provision of vibration dampners for engines in A-12 airplanes		17	7,751 55	7,751 55	00	00
Reworking crankshafts for provision of dynamic dampners for engines installed in P-26B Airplanes		18	44,097 30	44,097 30	00	00
Crankshaft assemblies incorporating the vibration dampners for B-12 type airplanes		19	12,037 68	12,037 68	00	00
Rocker Box Covers for engines in O-46 and A-17 type airplanes		20	40,031 47	38,206 77	00	1,824 70
Automatic Valve Gear Lubricator Assemblies for various type engines		21	40,150 00	00	36,354 97	3,795 03
Various type fuel system unit assys. to provide for spare engines		22	32,000 00	23,919 06	00	8,080 94
50 Cradle Assemblies for transporting double row radial engines by transport		23	10,500 00	3,667 22	00	6,832 78
Parts for improved starter control on various type airplanes		24	2,295 26	2,258 94	00	36 32
Booster coils required with improved starter controls in various type airplanes		25	2,200 00	00	00	2,200 00
30 Generators type E5 for A-12 airplanes to provide adequate capacity		26	4,000 00	3,624 00	00	376 00
10 Loading Track Assemblies for C-33 airplanes		27	3,000 00	00	00	3,000 00
1500 type A fuel relief valves to replace present type C-1 and C-2 which are of insufficient capacity		28	18,750 00	13,377 00	00	5,373 00
600 Carburetor Idle Cut-offs to prevent post firing after ignition switch is cut off		29	15,000 00	9,525 39	00	5,474 61

Mat. Div. A. C. 10-Wright Field 9-14-37-1M

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE March 31, 1938

STATUS OF "A" FUNDS

PROJECT A-13	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
920 Sets Carburetor Automatic Mixture Controls		30	207,000 00	00	00	207,000 00
2 Additional Metal Wings for OA-4B Airplanes to replace wooden wings when new wings are required		31	38,500 00	38,500 00	00	00
Primers		32	10,000 00	5,623 40	14 00	4,362 60
Cameras		33				
20 Ea.Camera,Aircraft, Type K-3B, 12" Lens,cone,Spec.75-23		33-a		41,342 60		
16 Ea.Camera,Aircraft, Type K-7C, Spec.31032		33-b		56,370 40		
10 Ea.0169325 Camera,Aircraft, Type K-12, Spec.31002		33-c		30,990 00		
5 Ea.Camera,Aircraft,Type T-3A, Spec.75-42		33-d		36,011 10		
5 Ea.Printer Assy.,transforming, Type B-7, Spec.75-43 (T-3A aircraft camera)		33-e		9,138 90		
20 Ea.Cone Assembly,8-1/4" lens, Spec.31008 (K-3B aircraft camera)		33-f	Purchased from "C" Funds			
20 Sets 34B3842 Filter Unit, Lens Type A-2A (K-3B aircraft camera)		33-g		2,263 00		
46 Ea.31-1310 Mount Assembly, camera,type A-8 (K-3B,K-7C and K-12 aircraft cameras)		33-y		4,002 00		
16 Set Filter Unit, Lens, Type A-4, Spec.31028 (K-7C airc.camera)		33-i		3,468 75		
5 Set Filter Unit, Lens,Type A-3, Spec.31018 (T-3A airc.camera)		33-j		812 50		
5 ea.31-1616 Stand Assy., Photo Printer, Type A-2 (B-7 Printer)		33-k		860 00		
5 Ea. 31-1691 Trimer Assy., A-1 (B-7 printer)		33-l		740 75		
			186,000 00	186,000 00	00	00
TOTAL PROJECT A-13			1,500,000 00	1,003,510 85	216,151 09	280,338 06

Mat. Div. A. C. 10-Wright Field 9-14-37-1M

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MATERIEL DIVISION REPORT

PAGE No. 7

FISCAL YEAR 1938

DATE March 31, 1938.

STATUS OF "A" FUNDS

PROJECT A-14	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
Transportation-Freight & Express		14		70,588 00	17,611 25	
Travel of Officers-Ferrying airplanes to First Destination		14		53,498 15		
TOTAL PROJECT A-14			214,210 00	124,086 15	17,611 25	72,512 60
GRAND TOTAL "A" FUNDS			35,819,390 64	19,589,336 36	2,169,587 26	14,060,467 02

SUMMARY OF FUNDS AVAILABLE

A.C.A.1938 - Project A-12	• 34,105,180 64	18,461,739 36	1,935,824 92	13,707,616 36
A.C.A.1938 - Project A-13	1,500,000 00	1,003,510 85	216,151 09	280,338 06
A.C.A.1938 - Project A-14	214,210 00	124,086 15	17,611 25	72,512 60
TOTAL "A" FUNDS AVAILABLE	• 35,819,390 64	19,589,336 36	2,169,587 26	14,060,467 02

• Includes the following reimbursements for GFE furnished from Air Corps stock for National Guard and Organized Reserve Airplanes:

National Guard	$225,895.96
Org. Reserve	122,723.68
	$348,619.64

Mat. Div. A. C. 16-Wright Field 9-15-37-1M

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE March 31, 1938.

STATUS OF "A" FUNDS

	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unoblig. Balance
NATIONAL GUARD FUNDS						
ITEM 600						
48 Airplanes, Model O-47A						
Airplanes, O-47A		600		1,363,022 40		
Airplane Spares		600-a		141,342 58		
Airplane Change Orders		600-c		51 48	48 00	
Engines, Wright R-1820-49 (72)		600-d		561,564 00		
Engine Spares		600-e		56,156 40		
Government Furnished Equipment		600-g		230,957 94		
			2,455,214 05	2,353,094 80	48 00	102,071 25
ITEM 601						
1 Attack Airplane, A-17A						
Airplane, A-17A		601		22,557 10		
Change Orders		601-c			1,050 00	
Engine-P.& W.R-1535-13		601-d		9,254 04		
Government Furnished Equipment		601-g		3,820 12		
			37,586 14	35,631 26	1,050 00	904 88
TOTAL NATIONAL GUARD FUNDS			2,492,800 19	2,388,726 06	1,098 00	102,976 13*
Note: $97,000 reported to OCAC for Cancellation.						
ORGANIZED RESERVE FUNDS						
ITEM 700						
34 Basic Training Airplanes, BT-9C						
Airplanes, BT-9C		700		379,283 60		
Airplane Spares		700-a		32,217 30		
Airplane Change Orders		700-c		346 80		
Engines, R-975-7 (51)		700-d		194,503 80		
Engine Spares		700-e		19,450 26		
Government furnished equipment		700-g		129,307 78		
			816,750 00	755,109 54	00	61,640 46
Radio Equipment			11,393 25	00	00	11,393 25
TOTAL ORGANIZED RESERVE FUNDS			828,143 25	755,109 54	00	73,033 71*
Note: $72,000 reported to OCAC for Cancellation.						

Mat. Div. A. C. 10-Wright Field 9-14-37-1M

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE February 28, 1938.

STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

PROJECT A-12	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
NON-COMBAT AIRPLANES AND EQUIPMENT						
ITEM 31						
26 Amphibian Airplanes	12					
Airplanes		31	1,040,000 00			1,040,000 00
Drawings and Data		31-b	12,000 00			12,000 00
Airplane Change Orders		31-c	18,000 00			18,000 00
Engines		31-d	291,200 00			291,200 00
			1,361,200 00	00	00	1,361,200 00
ITEM 40						
20 Primary Training Airplanes	12					
Airplanes, PT-13A		40	122,240 00	122,229 20		10 80
Engines-Lycoming R-680-7 (20)		40-d	46,000 00	46,000 00		00
			168,240 00	168,229 20	00	10 80
ITEM 41						
13 Basic Training Airplanes	12					
Airplanes		41	585,000 00			585,000 00
Drawings and Data		41-b	12,000 00			12,000 00
Airplane Change Orders		41-c	13,000 00			13,000 00
Engines		41-d	145,600 00			145,600 00
			755,600 00	00	00	755,600 00
ITEM 50						
36 Transport Cargo Airplanes	12					
Airplanes		50	2,340,000 00			2,340,000 00
Drawings and Data		50-b	12,000 00			12,000 00
Airplane Change Orders		50-c	50,000 00			50,000 00
Engines		50-d	655,200 00			655,200 00
			3,057,200 00	00	00	3,057,200 00
Advertising in connection with Procurement of Non-Combat Airplanes	12	72	00	445 70	00	-445 70
ITEM 98						
Government Furnished Equipment	12	98 *	1,039,739 68	303,466 93	45,173 78	691,098 97
Unallocated Reserve			1,234,545 00	00	00	1,234,545 00
TOTAL NON-COMBAT AIRPLANES & EQUIPMENT		*	7,616,524 68	472,141 83	45,173 78	7,099,209 07
TOTAL PROJECT A-12			34,105,180 64	18,274,272 67	786,334 39	15,044,573 58

* Includes $122,723.68 reimbursement for GFE furnished from Air Corps stock for Organized Reserve Airplanes.

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

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STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

PROJECT A-13	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
Changes on B-18 Bombers already delivered		1	20,000 00	00	85,466 12	-65,466 12
Gaseous Oxygen Equipment		2	96,000 00	93,150 35	00	2,849 65
Bombsight modernization including stabilized bombing approach for 14 B-17 and 18 B-18 Airplanes		3	106,000 00	106,000 00	00	00
Navigation Instruments		4				
Modify 125 Type A-6 Octants		4-a	10,000 00	00	00	10,000 00
100 Master Navigation Watches		4-b	10,000 00	00	00	10,000 00
118 Navigation Hack Watches (Wrist)		4-c	4,130 00	00	00	4,130 00
132 Stabilized Drift Meters, B-3 Gyro		4-d	220,692 77	162,435 00	00	58,257 77
132 Synchronizer Indicators, Engine		4-e	3,960 00	00	00	3,960 00
209 Pilot's Drift Meters		4-f	4,807 23	00	4,807 23	00
750 Sets Star Altitude Curves		4-g	26,250 00	00	26,250 00	00
6 Type A-4 Line of Position Computers		4-h	25,160 00	23,616 00	00	1,544 00
			305,000 00	186,051 00	31,057 23	87,891 77
Propeller Brakes for B-17 Airplanes		5	17,500 00	17,543 80	00	-43 80
Auxiliary Drives for R-1820 Engines		6	22,932 00	22,932 00	00	00
Safety belts for passengers in Bombardment type airplanes		7	12,000 00	6,789 40	00	5,210 60
Caps, Counterweight for BT-9 Props.		8	1,000 00	00	00	1,000 00
Conversion of 2 position propellers to constant speed on type C-36 airplanes		9	3,000 00	1,780 38		1,219 62
300 B-3 engine driven vacuum pumps to equip spare engines to permit pump being overhauled the same time as the engine		10	20,000 00	19,840 35	00	159 65
230 Refueling Pumps for Bombardment and Transport airplanes to replace D-3 type		11	32,000 00	00	00	32,000 00
Oil dilution systems for various type airplanes for cold weather aid in starting engines		12	38,000 00	17,544 24	00	20,455 76
Flotation equipment for P-26A and A-12 airplanes		13	123,372 74	108,629 06	00	14,743 68
Exhaust Silencers for A-17 Airplanes		14	Cancelled			

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE February 28, 1938.

STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

PROJECT A-13	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
New engine ring cowling for B-10 and B-12 airplanes		15	16,632 00	16,632 00	00	00
Vibration Dampners for engines in P-35 Airplanes		16	13,250 00	13,250 00	00	00
Reworking crankshafts for provision of vibration dampners for engines in A-12 airplanes		17	7,751 55	7,751 55	00	00
Reworking crankshafts for provision of dynamic dampners for engines installed in P-26B Airplanes		18	44,097 30	44,097 30	00	00
Crankshaft assemblies incorporating the vibration dampners for B-12 type airplanes		19	12,037 68	12,037 68	00	00
Rocker Box Covers for engines in O-46 and A-17 type airplanes		20	40,031 47	38,206 77	00	1,824 70
Automatic Valve Gear Lubricator Assemblies for various type engines		21	40,150 00	00	36,354 97	3,795 03
Various type fuel system unit assys. to provide for spare engines		22	32,000 00	23,959 68	00	8,040 32
50 Cradle Assemblies for transporting double row radial engines by transport		23	10,500 00	3,611 72	55 50	6,832 78
Parts for improved starter control on various type airplanes		24	2,295 26	2,258 94	00	36 32
Booster coils required with improved starter controls in various type airplanes		25	2,200 00	00	00	2,200 00
30 Generators type E5 for A-12 airplanes to provide adequate capacity		26	4,000 00	3,624 00	00	376 00
10 Loading Track Assemblies for C-33 airplanes		27	3,000 00	00	00	3,000 00
1500 Type A fuel relief valves to replace present type C-1 and C-2 which are of insufficient capacity		28	18,750 00	13,377 00	00	5,373 00

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938 DATE February 28, 1938

STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

PROJECT A-13	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
600 Carburetor Idle Cut-offs to prevent post firing after ignition switch is cut off		29	15,000 00	9,525 39	00	5,474 61
920 Sets Carburetor Automatic Mixture Controls		30	207,000 00	00	00	207,000 00
2 Additional Metal Wings for OA-4B Airplanes to replace wooden wings when new wings are required		31	38,500 00	38,500 00	00	00
Primers		32	10,000 00	5,641 28	00	4,358 72
Cameras		33				
20 Ea. Camera, Aircraft, Type K-3B 12" lens cone, Spec. 75-23		33-a			41,342 60	
16 Ea. Camera, Aircraft, Type K-7C, Spec. 31032		33-b			56,370 40	
10 Ea. 0169325 Camera, Aircraft, Type K-12, Spec. 31002		33-c			30,990 00	
5 Ea. Camera, Aircraft, Type T-3A, 2 Spec. 75-42		33-d			36,011 10	
5 Ea. Printer Assy., transforming, Type B-7, Spec. 75-43 (T-3A aircraft camera)		33-e			9,138 90	
20 Ea. Cone Assembly, 8-1/4" lens, spec. 31008 (K-3B aircraft camera)		33-f	Purchased from "C" Funds.			
20 Set 34B3842 Filter Unit, Lens, Type A-2A (K-3B aircraft camera)		33-g		2,263 00		
46 Ea. 31-1310 Mount Assembly, camera, type A-8 (K-3B, K-7C and K-12 aircraft cameras)		33-h			3,698 75	
16 Set Filter Unit, Lens, Type A-4, Spec. 31028 (K-7C airc. camera)		33-i			3,772 00	
5 Set Filter Unit, Lens, Type A-3, Spec. 31018 (T-3A airc. camera)		33-j			812 50	
5 Ea. 31-1616 Stand Assy., Photo Printer, Type A-2 (B-7 Printer)		33-k			860 00	
5 Ea. 31-1691 Trimmer Assy., A-1 (B-7 printer)		33-l			740 75	
			186,000 00	2,263 00	183,737 00	00
TOTAL PROJECT A-13			1,500,000 00	814,996 89	336,670 82	348,332 29

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE February 28, 1938

STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

PROJECT A-14	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unobligated Balance
Transportation-Freight and Express		14		60,120 00	14,754 00	
Travel of Officers-Ferrying airplanes to First Destination		14		50,658 45		
TOTAL PROJECT A-14			214,210 00	110,778 45	14,754 00	88,677 55
GRAND TOTAL "A" FUNDS			35,819,390 64	19,200,048 01	1,137,759 21	15,481,583 42

SUMMARY OF FUNDS AVAILABLE

A.C.A.1938 - Project A-12	*	34,105,180 64	18,274,272 67	786,334 39	15,044,573 58
A.C.A.1938 - Project A-13		1,500,000 00	814,996 89	336,670 82	348,332 29
A.C.A.1938 - Project A-14		214,210 00	110,778 45	14,754 00	88,677 55
TOTAL "A" FUNDS AVAILABLE	*	35,819,390 64	19,200,048 01	1,137,759 21	15,481,583 42

* Includes the following reimbursements for GFE furnished from Air Corps stock for National Guard and Organized Reserve Airplanes:

National Guard	$225,895.96
Organized Reserve	122,723.68
	$348,619.64

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MATERIEL DIVISION REPORT

FISCAL YEAR 1938

DATE February 26,1938

STATUS OF "A" FUNDS

FINANCIAL STATUS OF PROCUREMENT PROGRAM

	Proj. No.	Item No.	Amount Authorized	Amount Obligated	Pur. Action Initiated	Unoblig. Balance
NATIONAL GUARD FUNDS						
ITEM 600						
48 Airplanes, Model O-47A						
Airplanes, O-47A		600		1,363,022 40		
Airplane Spares		600-a		141,342 58		
Airplane Change Orders		600-c		51 48		
Engines, Wright R-1820-49 (72)		600-d		561,564 00		
Engine Spares		600-e		56,156 40		
Government Furnished Equipment		600-g		230,957 94		
			2,455,214 05	2,353,094 80	00	102,119 25
ITEM 601						
1 Attack Airplane, A-17A						
Airplane, A-17A		601		22,557 10		
Change Orders		601-c			1,050 00	
Engine		601-d		9,254 04		
Government furnished equipment		601-g		3,820 12		
			37,586 14	35,631 26	1,050 00	904 88
TOTAL NATIONAL GUARD FUNDS			2,492,800 19	2,388,726 06	1,050 00	103,024 13
ORGANIZED RESERVE FUNDS						
ITEM 700						
34 Basic Training Airplanes, BT-9C						
Airplanes, BT-9C		700		379,283 60		
Airplane Spares		700-a		32,217 30		
Airplane Change Orders		700-c		346 80		
Engines, R-975-7 (51)		700-d		194,503 80		
Engine Spares		700-e		19,450 26		
Government furnished equipment		700-g		129,307 78		
			816,750 00	755,109 54	00	61,640 46
Radio Equipment			11,393 25			11,393 25
TOTAL ORGANIZED RESERVE FUNDS			828,143 25	755,109 54	00	73,033 71

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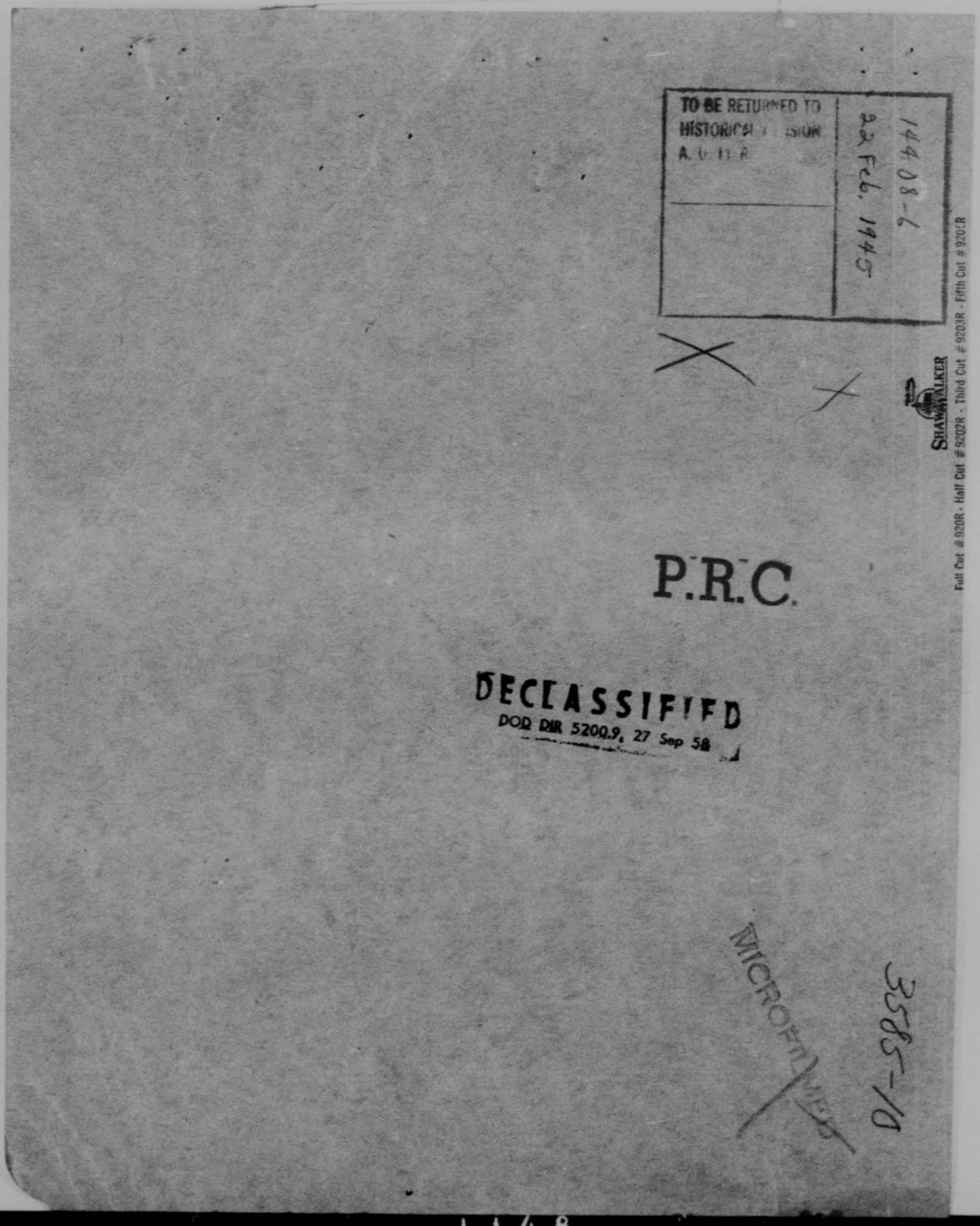

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Lt Col Walker/Major Seger/nmf/72345

AFTAC-2 25

22 Feb 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Bomb Requirements

I. Discussion

1. The ETO has requested considerable increase in theater stock levels of certain aircraft bombs, based upon anticipated increased operations within present capabilities and upon desirability of having a choice of bombs available. Such increase in ETO stock levels requires appreciable increased production.

2. Under present policy, the War Department General Staff is the agency which must approve all theater stock levels.

3. The attached Memorandum for the Asst Chief of Staff, OPD, WDGS, requests approval of the new ETO levels and of increased bomb production. It outlines in detail the change in levels requested, and states the resultant increase in production which must be effected.

4. This proposal has been coordinated with AC/AS, OCR, and AC/AS, Plans. It is considered that no further coordination in this Headquarters is required.

II. Action recommended

It is recommended that the attached Memorandum for the Asst Chief of Staff, OPD, WDGS, be signed and forwarded.

COPY FOR AC/AS, PLANS

(Signed) O. P. Echols

O. P. ECHOLS
Major General, U.S.A.
Asst. Chief of Air Staff,
Materiel and Services

1 Incl
Memorandum for the
Asst Chief of Staff
OPD, WDGS, sub: "Bomb
Requirements," w/4 incls

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Major H. L. Seger/nmf/72345

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By Authority of
The Commanding General
Army Air Forces
Date Initials

AFDAO-2 25

24 Feb 1945

MEMORANDUM FOR THE ASSISTANT CHIEF OF STAFF, OPD, WDGS:

Subject: Bomb Requirements

1. Reference is made to:

a. Copy of memorandum from Commanding General, USSTAF, to Lieutenant General Somervell, 471.6, 25 January 1945, subject: "Bomb Requirements," attached as Inclosure 1.

b. Copy of memorandum from Commanding General, USSTAF, to Lieutenant General Somervell, 25 January 1945, subject: "HE Bombs Required for ETO," attached as Inclosure 2.

c. Paraphrase of cable from USSTAF, UAX 64376 of 17 February 1945, attached as Inclosure 3.

d. Paraphrase of cable from USSTAF, UA 64512 of 19 February 1945, attached as Inclosure 4.

2. References "a" and "b" are copies of memoranda furnished to General Somervell on his recent visit to ETO. They were subsequently forwarded to this Headquarters by Headquarters, ASF. Therein contained are statements of itemized new bomb requirements from that theater, which represent their estimated requirements to successfully carry out the impending spring and summer air offensive in Europe. Explanation of these requirements is set forth in detail in these memoranda. Reference "c" sets forth further explanation of the ETO interpretation of the second quantity of 350,000 tons of bombs to be set up in the U.S. earmarked for that theater. Reference "d" further comments on "a" and "b" above.

3. This Headquarters has made a study of the implications of this request insofar as they affect the change in production requirements for bombs which will have to be made in order to comply with the request. The results of this study are as follows:

a. Increased production required to provide for the requested increase in theater stock level (quantities desired to be on hand in stations and depots in the theater as specified in references "a" and "b") -

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Memo for Asst Chief of Staff, OPD, WDGS:
Sub: Bomb Requirements

Item	Quantity	Short Tons
100-lb GP bomb	636,000	31,800
250-lb GP bomb	264,000	33,000
500-lb GP bomb	32,000	8,000
1000-lb GP bomb	39,000	19,500
260-lb Frag bomb	240,000	30,000
500-lb (M26) Frag cluster	45,000*	9,000*

*Can be accomplished by switch from M1A2, 100-lb cluster, without a net increase.

b. Increased production required to provide for requested increase in pipeline quantities (quantities desired to be in theater ports, afloat, in U.S. ports, and en route to U.S. ports from U.S. depots as specified in references "b" and "c") -

Item	Quantity	Short Tons
100-lb GP bomb	628,000	31,400
250-lb GP bomb	277,000	34,625
500-lb GP bomb	120,000	30,000
1000-lb GP bomb	32,000	16,000
260-lb Frag bomb	none	none
500-lb (M26) Frag cluster	none	none

c. Increased production required to realize desired Z/I reserve stock of each bomb type in order that we may meet theater changes between types as and when they arise -

Item	Quantity	Short Tons
100-lb GP bomb	2,000,000	100,000
250-lb GP bomb	none	none
500-lb GP bomb	775,000	193,750
1000-lb GP bomb	400,000	200,000
2000-lb GP bomb	32,500	32,500
500-lb SAP bomb	none	none
1000-lb SAP bomb	none	none
100-lb (M1A2) Frag cluster	none	none
260-lb Frag bomb	none	none
500-lb (M26) Frag cluster	none	none
500-lb (M27) Frag cluster	none	none
100-lb (M28) Butterfly cluster	125,000	6,250
500-lb (M29) Butterfly cluster	32,000	6,400
4000-lb Light Case bomb	6,500	13,000

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Memo for Asst Chief of Staff, OPD, WDGS:
Sub: Bomb Requirements

d. Increased production required to provide for the difference between previously estimated expenditures and expenditures as estimated in this new request from PTO, beginning May 1945 through December 1945 -

Item	Quantity	Short Tons
100-lb GP bomb	1,384,000	69,200
250-lb GP bomb	296,000	37,000
500-lb GP bomb	none	none
1000-lb GP bomb	80,000	40,000
260-lb Frag bomb	600,000	75,000
500-lb (M26) Frag cluster	none	none

e. Increased production required to meet British demands for bombs, which they have stated cannot be manufactured by them, in order that other U.S. production will be available to meet requirements of the US AAF -

Item	Quantity	Short Tons
500-lb GP bomb	195,000	48,750
1000-lb GP bomb	422,000	211,000

4. Added up, this gives the following net increase in production of bombs required to meet the desires of the Commanding General, USSTAF, which production must begin as soon as possible and carry on throughout 1945 and is in addition to that already programmed:

Item	Quantity	Short Tons
100-lb GP bomb, C/R	4,648,000	232,400
250-lb GP bomb, C/R	837,000	104,625
500-lb GP bomb, C/R	1,122,000	280,500
1000-lb GP bomb, C/R	973,000	486,500
2000-lb GP bomb, C/R	32,500	32,500
260-lb Frag bomb, C/R	840,000	105,000
500-lb (M26) Frag cluster, C/R	45,000*	*
100-lb (M28) Butterfly cluster, C/R	125,000	6,250
500-lb (M29) Butterfly cluster, C/R	32,000	6,400
4000-lb Light Case bomb, C/R	6,500	11,000
Total short tons.....		1,267,175

*Can be accomplished by switch from M1A2, 100-lb cluster without a net increase. Therefore, not included in total.

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Memo for Asst Chief of Staff, OPD, WDGS:
Sub: Bomb Requirements

5. In order to provide the flexibility of choice between bomb types desired by the Commanding General, AAF in ETO, as requested in references "a", "b", and "c", it is requested that:

a. Approval be given to raise the stock level of bombs for the ETO from 2-1/2 months supply to 3-1/2 months supply, with quantities of specific items as indicated in reference "b".

b. Approval be given to maintain the pipeline quantities based on estimated expenditures from ETO instead of actual expenditures, with quantities of specific items as indicated in reference "b".

c. Approval be given for this Headquarters to request ASF to procure the additional bombs required to implement a and b, and specifically set forth in paragraph 4, above.

For the Commanding General, Army Air Forces:

SIGNED
PATRICK W. TIMBERLAKE,
Brigadier General, U. S. A.
Deputy Chief of Air Staff

4 Incls
Incl 1. Memo fr CG, USSTAF 471.6, 25 Jan 45, sub: "Bomb Requirements"
Incl 2. Memo fr CG, USSTAF dtd 25 Jan 45, sub: "MX Bombs Required for ETO"
Incl 3. Paraphrase of cable fr USSTAF, UAX 64376 of 17 Feb 45
Incl 4. Paraphrase of cable fr USSTAF, UA 64512 of 19 Feb 45

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES
IN EUROPE
APO 633

AAF 379
25 January 1945

471.6

MEMORANDUM

SUBJECT: Bomb Requirements

TO: Lt General Somervell

1. Last April the undersigned visited the U.S. and endeavored to obtain a more adequate supply of HE aircraft bombs because it appeared evident that our requirements were going up. These requirements have increased as expected but the supply has not kept pace. The following paragraphs were prepared to explain the present urgent need for increased stocks of bombs.

2. General Eisenhower and the War Department have recently publicly announced the fact that inadequate supplies of ammunition, and especially heavy artillery ammunition, have caused a slowing up of the offensive in this theater. This slowing up is probably partially responsible for the recent advance of the enemy. Our ground forces had undoubtedly established a stock level for their use but this stock level had turned out to be below actual requirements. The Air Forces cannot afford to permit themselves to be in the position that the Ground Forces found themselves in. So far, the Air Forces have not suffered a serious shortage, but it is known that on a number of occasions, the type of bomb which Air Force Commanders wanted was not available.

3. As compared to the ground forces, Air Force requirements for ammunition have recently been comparatively modest. This modesty may work adversely to the interests of the Air Forces in that production may not be keyed up to meet their operations. It is understood that about three months ago, a program for producing 200,000 tons of heavy artillery ammunition per month was initiated. It is worth noting that in the ground forces, no one ever suggested that in the absence of .30 caliber bullets, 37MM bullets should be fired at the enemy Infantry; nor that in the absence of 16-inch gun ammunition, .30 caliber ammunition should be expended. This is because .30 caliber ammunition will not fit in 37MM guns nor will 16-inch ammunition fit in .30 caliber guns. But in Air Force operations, many people assume that in the absence of any one type of bomb, another type is just as good, and that the important thing is not to pick the right type of bomb and then hit close to the aiming point with this bomb, but that the important thing is to drop many tons of any kind of bombs anywhere in enemy territory. The United States Strategic Air Forces in Europe have never accepted such a theory. They have always endeavored to hit as closely to the aiming point as possible using the best sighting equipment, the best trained bombardiers, as well as the best available type of bomb and fuze.

4. History of demands for bombs during the past 12 months shows that whenever a particular type target arises, the bombardment organizations of the Eighth Air Force, Ninth Air Force or Firts Tactical Air Force find that a particular bomb is suitable, this bomb immediately becomes in short supply, because of the

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comparatively small stocks authorized us. This has happened to 20-lb, 100-lb, 250-lb, 260-lb, 500-lb, and 1000-lb bombs. Each time when this occurs, frantic cables are sent to the U.S. for additional stocks and each time the U.S. says that they will make shipment of a part of our demands (which reaches us after about 10 weeks when the target has usually changed), or they will tell us that they must open new factories and initiate new production to satisfy these new demands. The effects of new production usually require six to ten months to reach us. Experience shows that approximately 2-1/2 months are required from the time we submit demands for bombs which are on hand in the U.S. until the time that these bombs arrive at the combat stations. This is the replenishment period.

5. Because of the unusual demands for 500-lb bombs, about a year ago we requested an increase in our authorized level of these bombs. Although the level was ultimately set at 110,000 tons, we have only just reached the point where the stock of 500-lb bombs is considered almost satisfactory. It is only with similar large quantities of other type bombs that we can satisfy the demands of the Air Forces for these other types. For example, on January 8, the Eighth Air Force in message D69951 stated that the stocks of 100-lb, 250-lb, and 260-lb bombs were critical. On January 10, the RAF demanded 1000-lb bombs from us in their message QX 2509. We are unable to satisfy the demands of either the Fight Air Force or the RAF in spite of the fact that the U.S. has indicated to the RAF that in their opinion our stocks of bombs are in good shape.

6. Although the total of bombs on hand in France and England and enroute from the U.S. is now approximately 390,000 tons, this includes 94,000 tons enroute from the U.S., 31,000 tons in ports and on rails, as well as approximately 115,000 tons of types of bombs which are not now being used by our Air Forces, such as 1600-lb armor piercing bombs, 500-lb and 1000-lb SAP bombs, 2000-lb and 4000-lb bombs, and 500-lb and M1A1 frag clusters. In addition, there are Comp B2 500-lb, 1000-lb, and 2000-lb bombs which no one wishes to use and other Comp B bombs which are not always suitable for use, particularly at low altitudes. Deducting the above figures, we have a working balance of only approximately 150,000 tons.

7. Theater stock, according to the U.S., does not represent the bombs in the theater actually available for operational use. According to the U.S., it is the amount that is somewhere in the theater plus the amount which is on the way to the theater. Those who do not understand bomb status figures may think that the theater stock is the quantity of bombs actually available for operational use. When the Eighth Air Force asks for a station stock of 80,000 tons, they mean bombs actually on hand at their stations, not those in process of delivery on ships, at ports, and on rails. If it is desired to have 350,000 tons of bombs actually available for immediate use, a level must be established considering distribution, unserviceable rounds, quantities at ports and on rails. If the 350,000 tons were actually available for use by combat units, it probably would be sufficient. It is quite possible that if we request a stock level of 350,000 tons, the U.S. would reply that we now have 390,000 tons on hand or due in and, therefore, no further action is necessary by the U.S. The effect of a request for 350,000-ton level might even be an actual reduction instead of an increase.

8. The stocks on hand at depots and combat stations must be based on other than expenditure considerations alone, such as distribution, delays in shipment, possible losses of bombs due to enemy action, whether by submarine, by destruction on land or by capture on land. There is also the possibility of loss due to

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accidents in the normal handling and movement of bombs. For example, approximately 5000 tons of RAF bombs were destroyed by an accidental explosion at Fauld in December. An additional quantity at Fauld is not available for use because of being buried under debris or because of destruction of components. Recently a train of American bombs exploded in France, which caused the loss of 300 to 400 tons. During the last few months, a ship load of bombs of about 5000 tons was sunk in a harbor in England.

9. It must be realized that because of the 2-1/2 months' normal shipping time, plus production delays if reserve stocks are not available in the U.S., if we were to have two good months of 100,000 tons each during this spring, our bomb stock situation would immediately become impossible. With the present stock level, it would not be possible to arrive at the present objective, namely, to be able to drop 100,000 tons per month this spring, as stated by General Spaatz recently. This can be explained as follows:

a. We do not have on hand in depots and at combat stations 200,000 tons of desired types of bombs.

b. If we were to drop 200,000 tons in two months, it would take at least six months for us to catch up to the point where we could operate satisfactorily again because of replenishment delays.

For example, since the first part of November, we have been demanding additional 250-lb bombs from the U.S. On January 9, a message (W89228) was received from the U.S. which stated that it will be months before we can expect to have an increased level of as little as 20,000 tons additional 250-lb bombs. The following is quoted from this message:

> "Hence you can determine that several months will elapse before recently approved level can be reached and pipeline filled. Further, this is optimum. If other unforseen requirements of international aid develop, they will operate to reduce your allocations."

10. It is also necessary to consider that the RAF has been depending upon us for 1000-lb and 500-lb bombs since last summer. Within the last few days, two messages have been received from the RAF, QX 2509 dated 9 January and W284 dated 10 January. The essence of these two messages is that the RAF wants to get their stocks of these bombs from USSTAF because they have found that they can get them from us more easily than from the U.S. Since August, 1944, the RAF bomber Command has expended 152,000 tons of 1000-lb bombs. Since that period, United States Strategic Air Forces in Europe have given the RAF 57,000 tons of these bombs.

11. If 350,000 tons of bombs of the types demanded by the Air Forces were actually available at combat stations and depots, we would be able to operate satisfactorily, but from figures given in previous paragraphs, it can be seen that, although we may have a total of 390,000 tons of bombs on hand or due in, the actual quantities at combat stations and depots which are usable in operations amount to only about 150,000 tons. In other words, we have 2.6 times as many bombs on hand and due in as are usable. If this factor of 2.6 is applied to the 350,000 tons, we should ask for 900,000 tons instead of the 750,000 tons previously recommended. It may be argued that non-usable bombs should be omitted from this comparison. However, experience shows that non-usable bombs become usable and vice versa over a long period. The 20-lb and 2000-lb bombs are good examples.

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12. The effect of asking for 700,000 tons will be to increase production in the U.S. in the same manner that the artillery ammunition production has been increased and it will have a beneficial effect upon bomb stocks of all theaters. The War Department may not immediately accept our requested stock level of 700,000 tons, but it will realize that additional production must be initiated. The ultimate result will be that our stock will be increased rather than have it remain at its present or go to lower levels. Bombs, unlike many other commodities, are not perishible and should the U.S. build up a good stock, those not used would be available after V-day for other theaters. The War Department has already made plans for redeployment of bombs in this theater after V-day.

13. Last April, in order to permit operational activities to proceed without being unduly affected by the supply of bombs, we asked the U.S. to furnish us with 240,000 tons in the theater plus a reserve in the U.S. of 350,000 tons, or a total of 590,000 tons. Later in June, 1944, we asked that the theater stock be increased to 330,000 tons with no change in the reserve, making a new total of 680,000 tons. It was our understanding that the U.S. concurred in this program. Since last April, our expenditures have averaged considerably more than before April. However, the reserve which we requested has never been established in the U.S. for only one reason, and that is because the rate of production of bombs has never been stepped up to the point where this reserve could be established. For the last 12 months, this theater, as well as other theaters, has been living a hand-to-mouth existence with regard to bombs. The U.S. has scraped the bottom of the barrel in the U.S. in order to furnish us with the stocks which we have on hand. By "bottom of the barrel" is meant SAP bombs, Comp B2 bombs, Navy bombs, etc., which are not desired by Air Forces in this theater.

14. When the letter of last April was written, we were still not certain that we would drop the quantities on which we were basing our estimates, but since that time, we have dropped more than was considered a reasonable figure at the time the letter was written, and, in addition, have furnished bombs to the RAF as well as the first Tactical Air Force and the French Air Force.

15. When the Ninth Air Force advanced from the Cherbourg area, it was required to move forward so rapidly that it was necessary to leave large stocks of bombs at the beach head depots. Each time, when the Ninth Air Force changes airdromes, some bombs are temporarily immobilized at a location where they are of little use. This increases the distribution factor considerably. The Ninth Air Force has averaged about 11,000 tons dropped per month since its arrival on the continent but it is necessary that about 100,000 tons be available at combat stations and depots in France. This factor of 9 to 1 is another illustration of the relationship between expenditures and stocks which must be immediately available to Air Forces. There are now 74,000 tons on hand in France, and approximately 30,000 tons additional are enroute to France. Despite this, Ninth Air Force has sent messages recently stating that it does not have sufficient bombs.

16. One basic principle which has developed since operations in this theater have been initiated is that in order that Air Force operations personnel may be able to plan operations for a very large bombardment Air Force such as the Eighth without being undesirably affected by the stocks of bombs,

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there must be on hand at combat stations a large stock of bombs. For example, Eight Air Force, in message D 65038 dated January 8, stated that the required combat station stockage of HE bombs was 80,000 tons. This means that if the Eighth Air Force drops any part of these bombs, they require replenishment immediately and therefore there must be depots in the rear which are prepared to make immediate replenishment. The Eighth Air Force realizes that there are delays in obtaining bombs from the U.S., and it has requested that in addition to this 80,000 tons, a stock of two months expenditure, at an estimated rate of 60,000 tons per month, be immediately available in supporting depots. In other words, the Eighth Air Force demands in its immediate vicinity 200,000 tons of usable HE bombs. We now have about 150,000 tons of usable HE bombs spread out over England and France.

17. So long as operations were confined to England, distribution was comparatively easy due to good roads, short distances, good dock facilities and good network of railroads. In France, where unloading facilities at ports are inadequate, rail facilities not yet in full operation, long distances of haulage as well as necessity for evacuating stations and depots, the distribution factor is several times what it was in the U.K.

18. Last spring, prior to D-day, it was found necessary to freeze the use of 20-lb and 100-lb bombs because it was expected that these bombs would be required in large quantities after D-day, and it did not appear that our stocks of these bombs were being built up rapidly enough. Because these bombs were frozen, it was not possible to use them to attack targets which the Air Forces wished to attack and, therefore, the efforts of our ground forces immediately after D-day may have been increased. At present, the Eighth Air Force desires to attack oil installations with 250-lb bombs but because of the fact that the stocks of these bombs on hand are not adequate, the use of another less suitable bomb must be resorted to or the target must be changed.

19. Because Air Forces have, prior to this war, not operated on such large scales, final decision on the best types of bombs for certain types of targets has not yet been made. If we had sufficient stocks of all types of bombs, it is quite possible that we could select a few types for continuous use, as a result of which we would be able to standardize on these types, thereby diminishing the number of types and correspondingly diminishing the total tonnage required in combat theater. But at present, as soon as an Air Force decides that it wishes to concentrate on a particular type target using a particular type bombs, the stocks of that type of bomb become depleted almost immediately and the Air Force is again forced to resort to a substitute bomb. The Air Forces have not been given a real opportunity to confirm the value of each type of bomb because the stocks available have not permitted them to do so. This situation will affect all of our future operations because we have not crystallized on types of bombs, and it probably also affects future logistical and airplane design plans of the Air Forces.

20. Our situation in the past with regard to availability of bombs may be likened to that of an individual who lives on his income. If this individual has a principal available to him to support his income in case of a rainy day, he can dip into the principal temporarily; but if the principal is tied up in another country and he is forced to live on his income entirely, he is in "dire straits" when the rainy day comes around. By having an adequate principal (700,000 tons of bombs), we will be able to operate without always being on the ragged end of shortage. It will accomplish the main objectives in the bomb supply problem because:

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a. It will permit the Air Forces to operate without fear of shortage of bombs.

b. It will make unnecessary frequent requests to the U.S. for changes in levels.

c. It will make unnecessary frequent requests to the U.S. for expedited shipments.

d. It will make unnecessary rapid changes in bomb production rates and corresponding frequent opening and closing of bomb production factories in the U.S.

21. It is understood that the Munitions Assignment Committee (Air) is allocating and assigning bombs between the AAF, Navy and IA, in accordance with the best available estimation of future expenditure requirements. It is further understood that it is the opinion of MAC (Air) that it is a logical move to have the theater commander provide the RAF with future bombs out of U.S. stocks in UK if and when the RAF can prove an operational need. AAF stocks in the UK are believed by MAC (Air) to be in a very favorable position compared to the authorized stock level. On the other hand, it was necessary to tell the RAF that we did not like to transfer any 1000-lb GP bombs to the RAF. It appears that because of inadequate interpretation of the numbers contained in reports on status of stock levels, the U.S. is unable to appreciate the real situation in this theater. It illustrates the necessity for a careful study of the numbers which surround and confuse bomb requirements plans before any conclusion is reached concerning the satisfactoriness or unsatisfactoriness of the bomb situation.

22. As an illustration of an attitude which can be taken toward this problem, reference is made to message from the U.S., W35681, dated 24 September in which we were asked to reduce the level from 275,000 tons to one more nearly equal to 2-1/2 times 50,000 tons which was our previous month's expenditure. This would reduce the theater level to 125,000 tons. Again in message, W59476, dated 8 November, the U.S. repeated this question. Each time the U.S. was told that problems of distribution did not permit a lowering of the 275,000-ton stock level.

23. Only much effort and planning on the part of Ordnance personnel has prevented a breakdown in operations due to low stocks of bombs during the last year. Transfers between stations, between depots, between Air Forces, forced truck marches at night, precise timing at stations, depots and railheads have been required in order to continue operations. It is surprising that we were able to operate at all satisfactorily with the comparatively small stocks actually available during the last year. All depots, all ammunition personnel, all truck companies which move bombs, were compelled to operate 24 hours a day frequently in order to make the supply of bombs adequate. Operations personnel also suffered because they had to carefully consider stocks at stations before the use of a particular type of bomb was authorized. This made operations planning less flexible since satisfactory alternates were not always available. Because status of stocks

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of bombs have been so critical, they have been frequently brought to the attention of the highest commanders of the Air Forces.

24. Conclusions:

a. At least 350,000 tons of usable HE bombs in the theater plus 350,000 tons additional earmarked reserve in the U.S. must be available to the Air Forces in the ETO if they are to operate satisfactorily.

b. Unless bomb production in the U.S. is stepped up adequately, the needs of the Air Forces in this theater will never be met.

c. Bomb needs of the RAF should not be included in levels authorized for U.S. Air Forces in this theater.

d. Shipments of augmented tonnages must be made immediately in anticipation of increased usage to as much as 100,000 tons per month.

(unsigned)

HUGH J. KNERR
Major General, USA
Deputy Commanding General
for Administration

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HEADQUARTERS
UNITED STATES STRATEGIC AIR FORCES IN EUROPE
OFFICE OF THE DEPUTY COMMANDING GENERAL, ADMINISTRATION
APO 633

AAF 379
25 January 1945

MEMORANDUM FOR: Lieutenant General Somervell

SUBJECT : H.E. Bombs Required for ETO

1. The following tonnages of H.E. bombs are required to bring available ETO stocks at combat stations and depots up to the 350,000-ton level:

100-lb G.P.	38,000
250-lb G.P.	39,000
500-lb G.P.	32,000
1000-lb G.P.	35,000
M26 Frag	11,000
260-lb Frag	34,000

2. If a reserve stockpile of 350,000 tons of H.E. bombs is set up in the U.S., tonnages by type recommended for this reserve at this time are as follows: (These tonnages include bombs en route but not yet arrived at theater combat stations and depots) -

a. Usable types:

100-lb G.P.	45,000
250-lb G.P.	45,000
500-lb G.P.	90,000
1000-lb G.P.	50,000
M26 Frag	20,000
260-lb Frag	40,000

b. Other types:

2000-lb G.P.	20,000
4000-lb G.P.	20,000
M27 Frag	10,000
M28 Butterfly	5,000
M29 Butterfly	5,000

3. Stocks of H.E. bombs at ETO combat stations and depots on May 1 should be:

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Memo to Lt General Somervell
Sub: "H.E. Bombs Required for ETO"

100-lb G.P.	50,000
250-lb G.P.	50,000
500-lb G.P.	110,000
1000-lb G.P.	60,000
M26 Frag	25,000
260-lb Frag	55,000

(no signature)
HUGH J. KNERR
Major General, USA
Deputy Commanding General
for Administration

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Paraphrase of Secret Radio No. UAX 64376 of 17 February 1945 from Commanding General, U.S. Strategic Air Forces in Europe

1. Reference is made to our UAX 64165 of 12 February 1945, which states that our requirements were submitted to General Somervell. Our needs are for 350,000 tons usable high-explosive bombs in theater stocks and a like quantity in reserve in U.S. earmarked for us. Above stocks to consist of bombs on hand at theater depots and combat stations. Reserve in the United States, theater ports, on rails and enroute or directed shipped from the United States.

2. General Somervell was informed of situation during his recent visit here, which situation is as outlined in message from Ninth Air Force to effect that status of General Purpose Bombs of all types is extremely critical with exception of 500-lb bombs, RDX filled, suitable only for medium bomber use. Only small quantities of 500 and 1000-lb bombs due in. Request immediate action be taken to build up stocks.

3. Unless positive action is taken, operations will be affected seriously.

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Paraphrase of Secret Radio No. UA 64512 of 19 February 1945 from Commanding General, U.S. Strategic Air Forces in Europe

1. Every possible effort should be made to ship immediately 100,000 tons of bombs in addition to those already enroute. Ship by best boat, special convoy, or any other manner that will assure quick delivery as expenditures are increasing and will increase tremendously with coming favorable weather. Current receipt of bombs is so small that by Spring selection of targets will be based upon type of bombs available. This will have serious effect on operation.

2. Following is requested for theater stocks:

100-lb GP	50,000 tons
500-lb GP	110,000 tons
250-lb GP	50,000 tons
1000-lb GP	60,000 tons
M26 Fragmentation	25,000 tons
260-lb Fragmentation	55,000 tons

3. Request United States reserve of:

100-lb GP	45,000 tons
250-lb GP	45,000 tons
500-lb GP	90,000 tons
1000-lb GP	50,000 tons
M26 Fragmentation	20,000 tons
260-lb Fragmentation	40,000 tons
2000-lb GP	20,000 tons
4000-lb Light Case	20,000 tons
M26 Fragmentation	10,000 tons
M29 Fragmentation	5,000 tons

4. We consider requested theater stocks to be less than 3-1/2 months and U.S. reserve to be less than 2-1/2 months stocks of each type bomb required.

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A. G.

144 08-7
10 Jan. 1945

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON, D. C.

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WAR DEPARTMENT
HEADQUARTERS OF THE ARMY AIR FORCES
WASHINGTON, D. C.

10 January 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF (Attn: Gen Timberlake)

SUBJECT: Presentation of the World-Wide Aviation Gasoline Situation through 1946

1. Attached is a study of the World-Wide Aviation Gasoline situation and recommendationsfor meeting the deficit in supply.

2. Request approval of the recommendations.

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

Attach.

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ADDRESS REPLY TO
COMMANDING GENERAL, ARMY AIR FORCES
WASHINGTON 25, D. C.

ATTENTION:

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

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By Authority of
The Commanding General
Army Air Forces
4 Jan 1945 HAWB
Date Initials

FOR VICTORY BUY UNITED STATES WAR SAVINGS BONDS AND STAMPS

10 JAN 1945

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

Subject: Presentation of the World-Wide Aviation Gasoline Situation through 1946.

I. Discussion

1. Based on the latest information available, this study presents an estimate of the high octane gasoline situation through 1946. The study shows the conditions that will obtain with a continuation of a Two-Front War throughout that period as well as the situation if the European Phase ceases on 30 June 1945. Recommendations on procedure to be followed to meet the indicated deficits are included in the study.

2. The total World-Wide requirements as set forth in this study are based on the following latest available consumption estimates:

a. British requirements for Grade 100/130 are based on estimated dated 6 October 1944, for both a Two-Front and One-Front War for the year 1946. No requirements for Grade 115/145 were submitted.

b. U.S. Navy requirements for Grade 100/130 are based on estimates dated 23 August 1944, and are the same for a Two-Front or a One-Front War for the year 1945. Requirements for Grade 115/145 are based on estimates dated 16 September 1944 for a One-Front or Two-Front War for the year 1945.

c. U.S. Army Air Forces requirements for Grade 100/130 and Grade 115/145 for a Two-Front War are based on the aircraft deployment schedules dated 15 August 1944, and the requirements for a One-Front War are based on aircraft deployment schedules dated 15 November 1944. The flying hours are established in accordance with the Army Air Forces Planning Rates as set forth in SC-SS-234, prepared by Statistical Control Division, Office of Management Control. Gasoline consumption rates are based on current performance data.

3. To arrive at a World-Wide requirement estimate for 1946, in the absence of official figures from the U.S. Navy and British,

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it was assumed that the average monthly estimated consumption by these services for 1945 would continue throughout 1946.

4. Russian requirements for Grade 100/130 are based on present protocol agreement of 930,000 barrels per month. Attention is invited to the fact that assignments to Russia have been in the following amounts:

July	1,145,000 barrels
August	1,290,000 "
September	1,260,000 "
October	1,503,000 "
November	1,881,000 "

This represents for the period a volume approximately 52% over the protocol agreement.

5. The U.S. Navy requirements for Grade 115/145 are based on the total operational and training activities where the following aircraft are used:

PB4Y2

PBM-5

PED

TBF-2

F7F

JRM

P6F

6. The U.S. Army Air Forces requirements for Grade 115/145 are based on combat activities only in the active theaters of war for the following aircraft:

B-29/32

P-38

P-51

P-47

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7. A summary of the total World-Wide required availability (adjusted for transportation time lag) of high octane gasoline for both a Two-Front War and a One-Front War is tabulated below:

TABLE A
000'S OF BARRELS (42 US GALLONS) PER DAY

	TWO FRONT WAR			ONE FRONT WAR		
	Grade 100/130	Grade 115/145	Total High Octane	Grade 100/130	Grade 115/145	Total High Octane
JAN 45	525	64	589	-	-	-
FEB	531	65	596	-	-	-
MAR	533	70	603	-	-	-
APR	549	75	624	-	-	-
MAY	540	89	629	492	57	549
JUN	545	91	636	485	61	546
JUL	544	101	645	489	66	555
AUG	534	109	643	493	76	569
SEP	520	118	638	499	83	582
OCT	530	124	654	501	90	591
NOV	530	128	658	502	96	598
DEC 45	524	133	657	512	99	611
JAN 46	516	138	654	517	103	620
FEB	513	141	654	518	109	627
MAR	514	143	657	519	108	627
APR	530	150	680	518	109	627
MAY	532	150	682	520	110	630
JUN	533	150	683	522	110	632
JUL	519	139	658	524	109	633
AUG	520	139	659	526	108	634
SEP	522	139	661	527	108	635
OCT	524	137	661	529	108	637
NOV	525	137	662	529	108	637
DEC 46	525	137	662	529	108	637

8. The above requirements are for consumption only and do not include any allowance for stock building.

9. A comparison between the 10 November 1944 production forecast by Petroleum Administration for War with the above requirements for a One or Two-Front War show the following deficits or surplus in production for selected periods:

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TABLE B
000'S OF BARRELS (42 US GALLONS) PER DAY

	TWO FRONT WAR		ONE FRONT WAR	
	Using Both Grades 100/130 and 115/145	Using Only Grade 100/130	Using Both Grades 100/130 and 115/145	Using Only Grade 100/130
JAN 45	92	23	-	-
MAR	108	32	-	-
JUN	141	53	18	-
SEP	172	45	79	-
DEC 45	208	64	125	18
MAR 46	218	64	151	34
JUN	252	90	158	39
SEP	218	68	159	42
DEC 46	217	69	161	44

10. The above tabulation indicates deficits in production for all phases of operations except for the first eight months of a One-Front War.

11. Attached charts, APPENDIX "A", present graphically the situation as indicated by the tabulations contained therein.

II. Action recommended

1. Because of the indicated deficits in World-Wide production of high octane aviation gasoline, the Army Air Forces propose the following plan:

a. Produce only sufficient quantities of Grade 115/145 to continue the test and development programs presently outlined and under way by the respective U.S. Services.

b. Produce only enough Grade 115/145 for experimental purposes until a sufficient reserve of Grade 100/130 is available to provide for contingencies that may arise.

c. Substitute immediately Grade 91/96 in the Zone of Interior for selected activities of the Army, Navy and others as an emergency measure in order to conserve 100/130 for combat use. It is the opinion of the Army Air Forces that approximately 30% of the total Grade 100/130 requirement for consumption in the Zone of Interior must be substituted in the Grade 91/96 under the above outlined conditions. This amount of substitution ranges from 59,000 barrels per day in January 1945 to a peak of 70,000 barrels per day in October 1946 based on PAW's estimate of production, dated 10 November 1944, of 593,000 barrels per day. It is understood informally from PAW that production can be increased to 625,000 barrels per day by some additional construction and

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bottleneck removal. In order to lower the amount of substitution, this program should be pursued on highest priority.

d. Store all surplus Grade 100/130, made available by the substitution of Grade 91/96, in tankage separate from any distribution system used to supply current requirements and under U.S. control. This should continue until a strategic reserve of 15,000,000 barrels is attained which is about one month World-Wide consumption at current rates. This volume is in terms of finished gasoline and should be stored as components or finished product as directed by Petroleum Administration for War.

e. When theater stocks are up to authorized levels and the 15,000,000 barrels reserve has been attained, surpluses as they occur should be used to:

(1) Reduce the amount of substitution in the Zone of Interior.

(2) Produce Grade 115/145 for special operations.

E. M. POWERS
Brigadier General, U. S. A.
Deputy Asst. Chief of Air Staff,
Materiel and Services

APPROVED:

For

F. W. TIMBERLAKE
Brigadier General, U. S. A.
Acting Chief of the Air Staff.

Incl.
Appendix "A" with
6 charts: A B C D
E and F.

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APPENDIX "A"

a. CHART A. World-Wide Aviation Gasoline Grade 100/130 showing comparison between World-Wide required availability for consumption for a Two or One-Front War with the 10 November 1944 production forecast by Petroleum Administration for War.

b. CHART B. Aviation Gasoline Grade 115/145 showing estimated required availability for consumption of the desired Grade 115/145 for U.S. AAF and U.S. Navy for a Two or One-Front War.

c. CHART C. World-Wide High Octane Aviation Gasoline production deficits showing:

(1) The deficits in production for a Two or One-Front War using both Grades 100/130 and 115/145.

(2) The production deficits for a Two or One-Front War using only Grade 100/130.

d. CHART D. World-Wide Aviation Gasoline Grade 100/130 showing the effect of 30% substitution in Zone of Interior activities on a World-Wide requirement.

e. CHART E. Total Aviation Gasoline Grade 100/130 Required Availability for the Army Air Forces showing the requirements for:

(1) Training

(2) Air Transport Command

(3) Combat and the effect on combat operations of a One-Front War over a Two-Front War.

f. CHART F. World-Wide Estimated Versus Actual Consumption Grade 100/130 and 91/96 substitution.

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WORLD-WIDE AVIATION GASOLINE GRADE 100/130

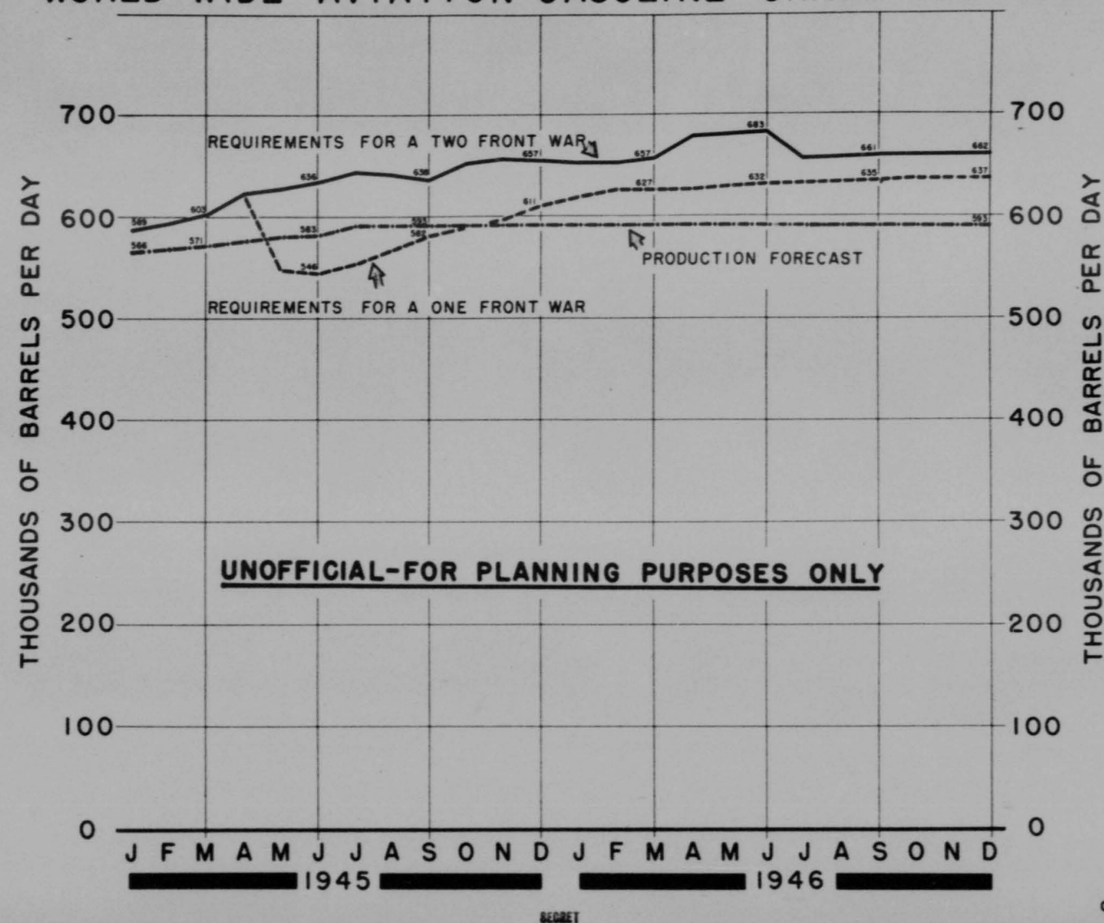

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CHART A

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AVIATION GASOLINE GRADE 115/145

CHART B

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WORLD-WIDE HIGH OCTANE AVIATION GASOLINE PRODUCTION DEFICITS

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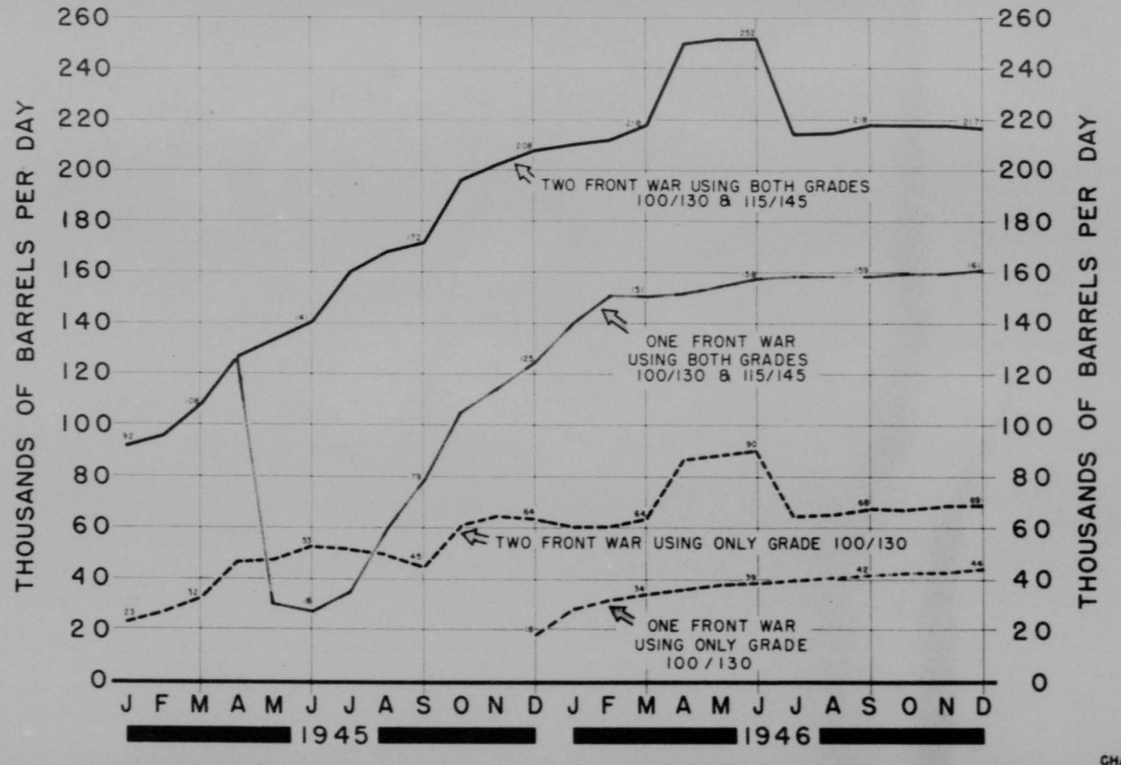

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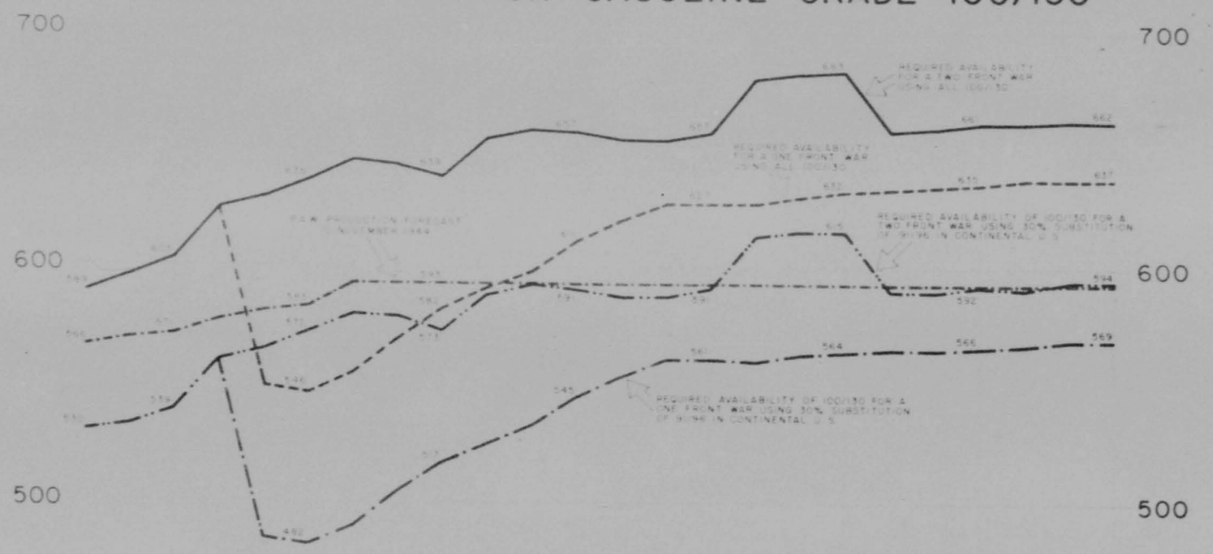
WORLD-WIDE AVIATION GASOLINE GRADE 100/130



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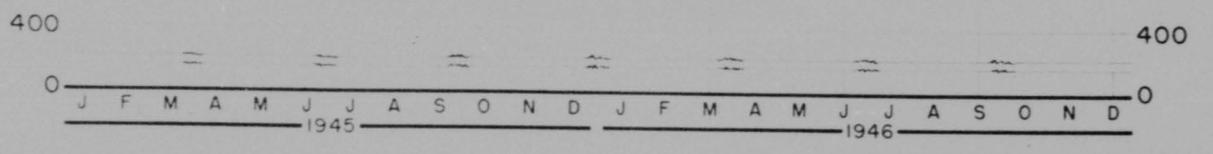

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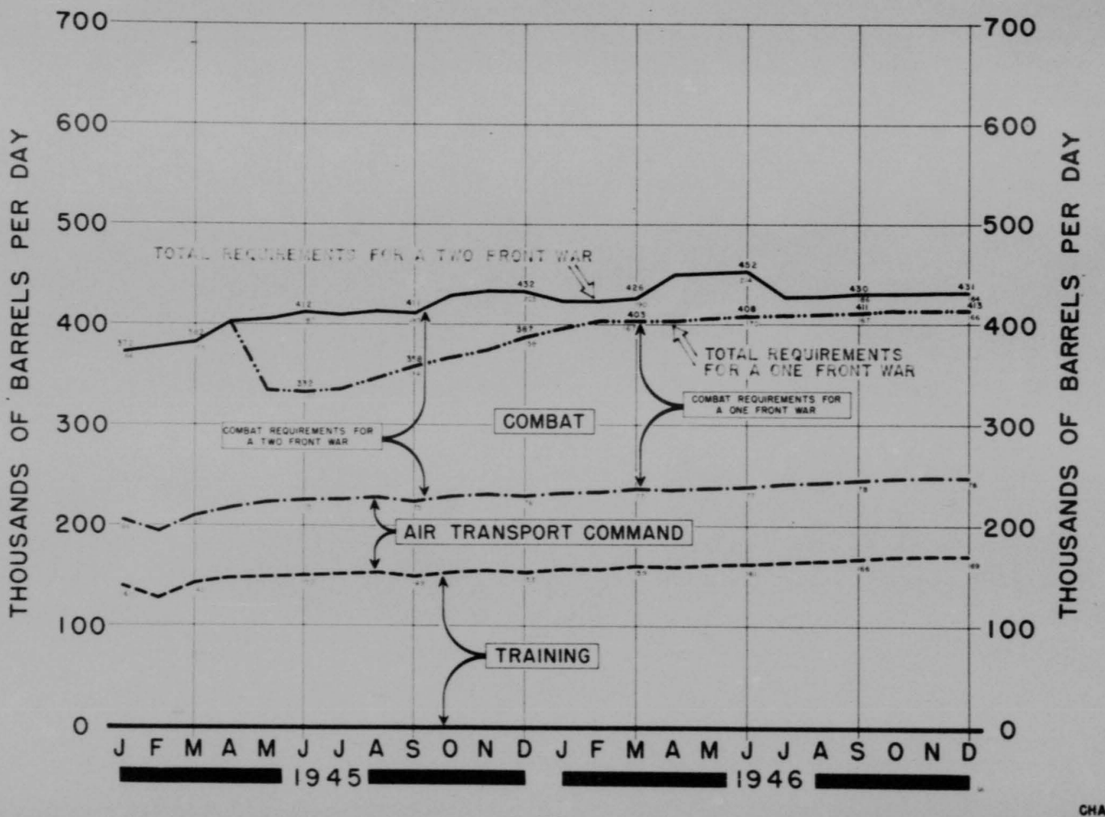
TOTAL AVIATION GASOLINE GRADE 100/130 REQUIRED AVAILABILITY FOR THE ARMY AIR FORCES



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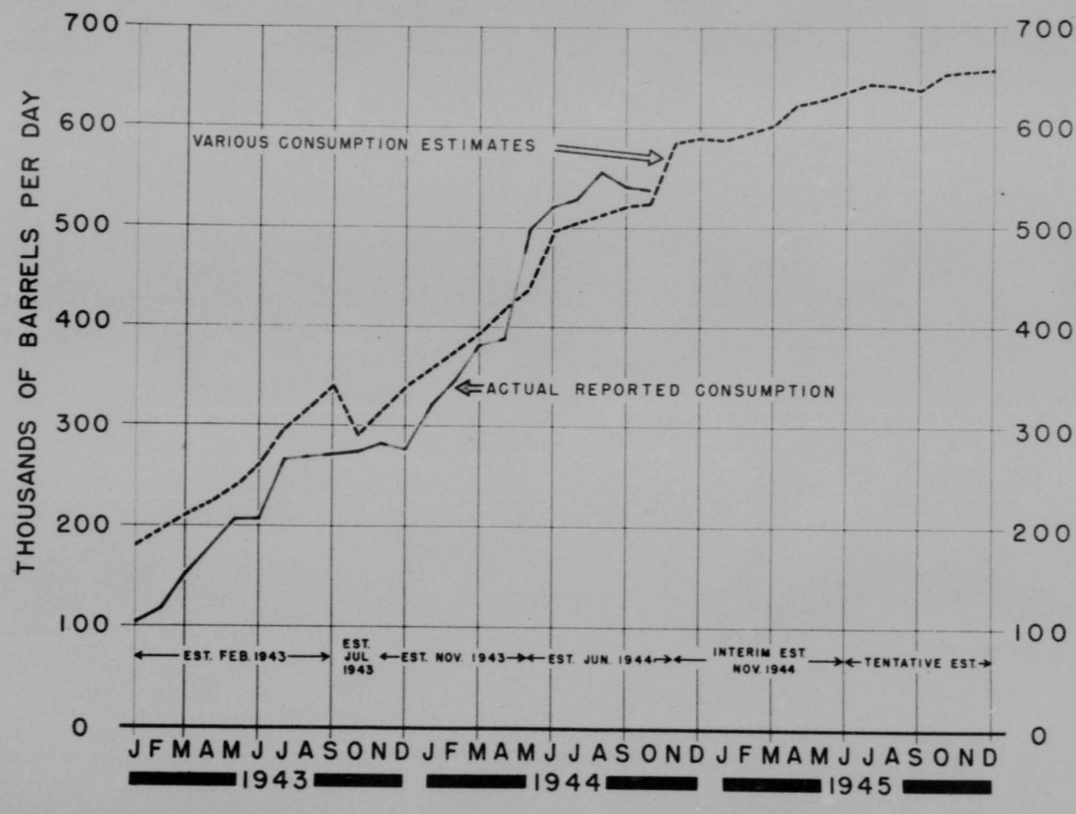
WORLD-WIDE ESTIMATED vs ACTUAL CONSUMPTION

GRADE 100/130 and 91/96 SUBSTITUTED



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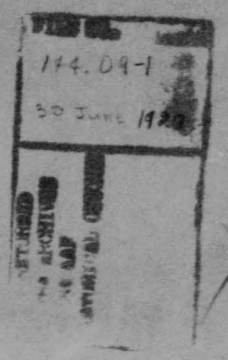
4795-23

WAR DEPARTMENT
OFFICE CHIEF OF AIR CORPS
WASHINGTON, D. C.

OFFICIAL BUSINESS



1926 and 1927

PRINTED MATTER

STATUS OF AIRPLANES ON HAND AS OF JUNE 30, 1927

REG. ARMY, ORG. RES. AND NATIONAL GUARD.

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE $300

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CHART 1.

ACCOUNTABILITY REPORT.

UNITED STATES ARMY, [illegible] MATERIEL & AIR [illegible]

STATUS OF AIRPLANES ON HAND AS OF JUNE 30, 1927.

COMPILED BY FIELD SERVICE SECTION, MATERIEL DIVISION.
OFFICE OF THE CHIEF OF AIR CORPS.

SHEET NO. 1
Of Three Sheets.

Explanation of Sub-Columns A, B, C and D of Columns I to VI inclusive:
A - In Commission.
B - In Reserve.
C - Repairable.
D - Awaiting Survey.
See Sheet #3 for further information.

AIRPLANES TYPES	MODELS	I EXPERIMENTAL Serviceable A	B	C	D	II SERVICE TEST Serviceable A	B	C	D	III STANDARD Serviceable A	B	C	D	IV ADOPTED TYPES SUB. STANDARD Serviceable A	B	C	D	V LIMITED STANDARD Serviceable A	B	C	D	VI OBSOLETE Serviceable A	B	C	D	VII TOTALS	VIII Types available for War Use Columns II, III, IV and V. See Sheet #2. A	IX B
BOMBARDMENT	LB-1						8		1																			9	9	
	NB-2																			2	1							3		2
	NBS-1																	52		11	5							68	68	
	NBS-4						2																					2	2	
	NBL-1	1																										1		
	XA-2			1																								1		
	X NB-1	1																										1		
	X LB-1	1																										1		
	X LB-5				1																							1		
	TOTAL (Bomb.)	3		1	1	8		3																				1		
OBSERVATION	O-4																	52		13	6							57	74	2
	OGA-1									4		4						1		3								4	4	
	DH-4B																	42		7	9							8	8	
	DH-4B-1																	5			5							56		49
	DH-4B-2																	1										6		3
	DH-4B-4																	2			2							1		1
	DH-4BG																				1							4		2
	DH-4BK																	4			1							1		
	DH-4BM																	1			1							5		4
	DH-4BM Sp.																	1			1							2		1
	DH-4BS-1																	1										1		1
	DH-4B7-1																	2			2							4		2
	DH-4B-1																	6		1	2							9		7
	DH-4M-2																	75		30								106	104	
	DH-4M-2A																	30		13	1							44	43	
	DH-4M-2K																	8		8								8	8	
	DH-4M-2P																	6										8	8	
	DH-4M-2B																	21		4								25	25	
	O2-1A									10		3	2					3		8								10	10	
	O-1									8		4																13	13	
	O-1A					1																						9	9	
	O-2																											1	1	
	O-2A									30		8																39	39	
	O-2B									12		6																18	18	
	O-2C									4		2																6	6	
	O-2D									25		6	1															32	31	
	O-5									2																		2	2	
	O-6					5												3										8	8	
	O-7							2																				5		5
	TP-1			1																								2	2	
	X O2-4	1																										1		
	X O2-5	1																										2		
	X O2-5B	1																										1		
	X O-5	1																										1		
	X O-2	1																										1		
	X O-5			1																								1		
	X O-9			1																								1		
OBSERVATION (NATIONAL GUARD)	O-2C																											1		
	TOTAL (Observ.)	7		3		6		2		10		4																14	14	
PURSUIT	PW-9A									102		37	3					301		69	22							458	343	75
	P-1																	4			1							5		4
	P-1A									6		4																10	10	
	P-1B									20		2																22	22	
	P-2									34		1																35	35	
	PW-7					2		2																				4	4	
	PW-8																	1										1		1
	PW-9																	1		6								7	7	
	PW-9A									20		6																26	26	
	X PW-1									21		3																24	24	
	X P-3						1														1							1		
	X P-4	1																										1		
	X PW-9	2																										1		
	TOTAL (Purs.)	3		1		2		2		91		16						6		6	1	1						2		
TOTAL TACTICAL TYPES		13		5	1	16		7		198		53	3					360		99	29	1						649	586	82

Continued on Sheet #2.

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CHART 1.

ACCOUNTABILITY REPORT.

REGULAR ARMY, NATIONAL GUARD AND ORGANIZED RESERVES

STATUS OF AIRPLANES ON HAND AS OF JUNE 30, 1927.

COMPILED BY FIELD SERVICE SECTION, MATERIEL DIVISION,
OFFICE OF THE CHIEF OF AIR CORPS.

SHEET NO. 2
of Three Sheets.

AIRPLANES TYPES	MODELS	I EXPERIMENTAL Serviceable A	B	C	D	II SERVICE TEST Serviceable A	B	C	D	III ADOPTED TYPES STANDARD Serviceable A	B	C	D	IV ADOPTED TYPES SUB STANDARD Serviceable A	B	C	D	V ADOPTED TYPES LIMITED STANDARD Serviceable A	B	C	D	VI OBSOLETE Serviceable A	B	C	D	VII TOTALS	VIII Types available for War (Columns II, III, IV and V) Aircraft awaiting survey not included in totals below. A	B	IX
OTHER TYPES																												
TRAINING (Regular Army)																												
	A7-1																											
	A7-B	1																1		4	1					6		5
	X A7-4	1																								1		
	X PT-2	1																								1		
	A7-4																									1		
	DH-4M-1T									30		4														34	34	
	DH-4B-2T																	16		6						22	22	
	X PT-3	1																27		8						36	36	
	PT-2	1																								1		
	PT-1									145		55	2													1		
	Total Reg.Army	5								175		59	2					44		18	1					304	291	5
TRAINING (Org.Reserves)																												
	.JN6																											
	JN6																	1		16						17		1
	TA-6																	111		10	12					133		121
	TW-5																				1					1		
	TW-5																				1					1		
	Total Org.Res.																	2		1						3		3
TRAINING (N.GUARD)																		114		11	20				9	155		128
	PT-1									8																		
	JN6																									8	8	
	JN6																	18		3	3					22		18
	PT-2																	80		7	11					98		87
	Total N.Guard									8								9								9		9
TOTAL R.A., O.R.C. & N.G.		5								183		59	2					254		30	45					136	8	114
																										595	299	244
GA.NGO	O-1					5	5																					
	O-1A					1																				8	8	
	O-1C					13	4																			1	1	
	O-2					5																				17	17	
	XA-1					1	1																			2	2	
	TOTAL (Cargo)					25	10																			2		2
																										51	29	2
MISCELLANEOUS	1C2 Douglas																											
	X Triton Dart		1																			1				1		
	B-1																									1		
	B-2B																					1				1		
	TW-7																	3			1					4		3
	TW-9																	1								1		1
	TOTAL (Misc.)		1															12		6						18		18
TOTAL OTHER TYPES		5	1			21	10			183		59	2					14		6	2	1				26		21
TOTAL TACTICAL TYPES		13	5	1	16	7				198		53	3					279		43	47	1				682	328	244
																		260		88	29	1				669	330	82
GRAND TOTAL		18	6	1	37	17				376		112	5					539		131	76	2				1321	665	350

TOTAL AVAILABLE		25	
TOTAL ISOLATE		2	
TOTAL OTHER STATES AWAITING SURVEY		61	
TOTAL AVAILABLE FOR WAR USE			109
ABOVE TYPES A B & C			1213 / 86	665 / 47	350 / 7
TOTAL ACTUAL TYPES AVAILABLE FOR WAR USE			1159	618	343
TOTAL NATIONAL GUARD (A B & C)			136	22	114
TOTAL AIR CORPS			1023	794	229
GRAND TOTAL			1159	816	343

EXPLANATION of Sub-Columns A, B, C and D of Columns I to VI inclusive:
A - In Commission - Serviceable equipment assigned to organizations.
B - In Reserve - Serviceable equipment in storage. Not assigned to organizations.
C - Repairable - Awaiting reconstruction or repairs which will require 48 hours or more to complete.
D - Awaiting Survey.

EXPLANATION of Terms A & B in Columns VIII and IX:
A - Standard types and those types which in general meet military requirements of the time as standard types although for special reasons they may not be preferred for procurement.
B - Other available types which have a distinct military value but are not as suitable or effective as Class A types.

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REGULAR ARMY, NATIONAL GUARD AND ARMY AND NAVY RESERVE
STATUS OF AIRPLANES IN HAND AS OF JUNE 30, 1937.
COMPILED BY MATERIEL DIVISION, FIELD SERVICE SECTION
OFFICE OF THE CHIEF OF AVIATION.

CHART #1. Sheet #3 of three sheets.

ACCESSIBILITY REPORT. Recapitulation #1.

LOCATION	Per Para. 6 A.R. 850-15 as granted Chief	I TACTICAL TYPES: ATTACK	BOMBARDMENT	OBSERVATION	PURSUIT	TOTAL TACTICAL TYPES	II OTHER TYPES: PRIMARY	CARGO	MISC.	TOTAL OTHER TYPES	TOTAL ALL TYPES
IN UNITED STATES WITH REGULAR ARMY	A		43	278	77	798	291	28		319	717
	B		2	30	5	37	5	1	21	27	64
	TOTAL A & B		45	308	82	435	296	29	21	346	781
IN UNITED STATES WITH ORGANIZED RESERVES	A						125			125	125
	B						125			125	125
	TOTAL A & B						0			0	22
IN UNITED STATES WITH NATIONAL GUARD	A			14		14	114			114	114
	B						122			122	136
	TOTAL A & B			14		14	136			136	136
TOTAL IN U.S. AVAILABLE FOR WAR USE			45	308	82	449	543	29	21	593	1042
Service Test Types Included above			11	7	4	22		29		29	51
TOTAL ADAPTED TYPES IN U. S. AVAILABLE FOR WAR USE			34	315	78	427	543		21	564	991
PANAMA	A		11	12	11	34		1		1	35
	B			9		9		1	1	2	11
	TOTAL A & B		11	21	11	43		2	1	3	46
HAWAII	A		11	54	19	24					54
	B			2		2					2
	TOTAL A & B		11	30	19	56					56
PHILIPPINES	A		9	15	11	35					35
	B			34		34					34
	TOTAL A & B		9	49	11	69					69
TOTAL IN POSSESSIONS AVAILABLE FOR WAR USE			31	96	41	168		2	1	3	171
Service Test Types Included above				1		1		2		2	2
TOTAL ADAPTED TYPES IN POSSESSIONS AVAILABLE FOR WAR USE			31	95	41	167			1	1	168
GRAND TOTAL OF TYPES AVAILABLE FOR WAR USE	III		76	410	123	617	543	31	22	596	1213
Grand Total of Service Test	IV		11	8	4	23		31		31	54
NET TOTAL AVAILABLE ADAPTED TYPES III minus IV	V		65	410	119	594	543		22	565	1159

NOTE-The records show that of all of the major activities, 60% of airplanes on hand are maintained in serviceable condition.

EXPLANATION OF Class A & B.

A - Standard types and those types which in general meet military requirements as effectively as standard types although for special reasons they may not be preferred for procurement.

B - Other available types which have a limited military value but are not as suitable or effective as Class A types.

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CHART 2.

Receipts by Fiscal Year Only.

TOTAL RECEIPTS OF AIRPLANES BY THE REGULAR ARMY, AIR CORPS AND NATIONAL GUARD
FOR PERIOD OF July 1, 1926 TO AND INCLUDING June 30, 1927.
COMPILED BY FIELD SERVICE SECTION, MATERIEL DIVISION, OFFICE, CHIEF OF AIR CORPS

SHEET NO. 1
Of Two Sheets.

A—Quantity on Air Corps Order
B—Quantity received during 1926
C—Quantity due on order
D—Quantity received since July 1, 1926

TYPES	MODELS	CONTRACTOR	CONT. NO.	I EXPERIMENTAL A	I EXPERIMENTAL B	I EXPERIMENTAL C	I EXPERIMENTAL D	II SERVICE TEST A	II SERVICE TEST B	II SERVICE TEST C	II SERVICE TEST D	III ADOPTED TYPES STANDARD A	III STANDARD B	III STANDARD C	III STANDARD D	IV SUB STANDARD A	IV SUB STANDARD B	IV SUB STANDARD C	IV SUB STANDARD D	V LIMITED STANDARD A	V LIMITED STANDARD B	V LIMITED STANDARD C	V LIMITED STANDARD D	VI OBSOLETE A	VI OBSOLETE B	VI OBSOLETE C	VI OBSOLETE D	VII TOTAL D	Remarks
ATTACK	A-3	Curtiss	T 115 ac-627					21		20																			
	TA-2	Douglas	26421 [936]	1			1																						
	Total			1			1	20		20																		1	
BOMBARDMENT	B-1	Boeing-Thomas	2686					10			9																	9	
	B-2	Boeing-Thomas	939					10		10																			
	B-2A	Keystone	T 925 ac-642					25		25																			
	YB-1	Boeing-Thomas	935	1		1																							
	YB-2	Curtiss	936	1		1																							
	X YB-3	Boeing-Thomas	911	1			1																					1	
	X YB-4	Atlantic	926	1		1																							
	Y YB-7	Boeing-Thomas	930	1		1																							
	T YB-8	Boeing-Thomas	926	1			1																					1	
	Total			6		4	2	45		35	9																	11	
OBSERVATION	O-12	Douglas	26477					7			7																	7	
	O-10	Douglas	T 115 ac-15					10			10																	10	
	O-2	Atlantic	920					3			3																	3	
	Total							20			20																	20	
TRANSPORT	C-7	Douglas	2642					3			2																	2	
	X C-8	Douglas	2642	1			1																					1	
	Y C-9	Douglas	2642	1			1																					1	
	C-19	Curtiss	T 925 ac-627									24		24															
	X C-22	Curtiss	T 925 ac-627	1			1																						(Modoc T.O. 27-2456-B)
	A-4A	Boeing	20578									16		18														18	
	GA-4B	Boeing	T 925 ac-636									9		9															
	O-2C A.C.Type	Douglas	26364									31		31														31	
	O-2C N.Guard	Douglas	26716									2		2														2	
	O-2C A.C.Type	Douglas	2642									2		2														2	
	O-2C N.Guard	Douglas	2642									12		12														12	
	O-2C	Douglas	26294									2		2														2	
	O-38	Douglas	T 925 ac-653					20		20																			
	O-46	Thomas-Morse	618					6	1		4																	4	
	O-11 A.C.Type	Curtiss	T 926 ac-635					20		20																			
	O-11 N.Guard	Curtiss	T 926 ac-627					35		35																			
	X O-40	Douglas	923	1		1																							(Formerly X OA-8)
	Total			4		2	2	64	1	56	6	97		33	64													72	
PURSUIT	PW-9A	Boeing	26148									34			34													34	
	P-26	Boeing	26636									18		18															
	PW-9C	Boeing	T 925 ac-10									25			25														
	P-12	Curtiss	T 925 ac-8									25			25													25	
	P-6	Curtiss	T 925 ac-5-632					5		5																			
	X P-4	Boeing	26695	1			1																					1	
	T P-6	Curtiss	26696 [2644]	1			1																					1	
	Total			2			2	5		5		84		40	49													51	
ATTACK	X AT-4	Curtiss	2644	1			1																					1	
	A-4	Curtiss	T 115 ac-42									33	6	1	34													34	
	GA-4	Curtiss	T 115 ac-627					5		5																			
	O-1	Curtiss-Wright	26196									30			30													30	
	O-1	Consolidated	T 115 ac-11									67			67													67	
	X O-1A	Consolidated	T 115 ac-11	1			1																					1	(Modoc T.O. 27-1296)
	O-38-27	Atlantic	2642																	35		22						22	
	O-1	Consolidated	T 115 ac-11	1			1																					1	
	O-1	Consolidated	T 115 ac-11	1			1																					1	
	Total			4			4	5		5		152	6	1	133					35		22						159	
MISCELLANEOUS	Model XX	Airplane Mfr.	59107	1			1																					1	
	Total			1			1																					1	
TOTAL				18	6	12	159	1	120	35	108	6	74	246						35		22						515	
																													DISPOSITION OF AIRCRAFT
TRANSFERRED TO NATIONAL GUARD	NA-1	(From TA-1)												1	2													3	
	Total													1	2													3	
	O-38-2A	(From TA-2-1)																				5						5	
	O-1A	(From O-1)									1																	1	
	O-2C	(From O-7)													1													1	
	X O-2A	(From O-2C)					1																					1	
	O-38-12	(From O-38-1)																		8		22						22	
	O-38-2A	(From O-38-2)																				6						6	
	Total						1				1			1						8		33						36	
PURSUIT	P-1	(From P-6)												1														1	
	Total													1														1	
TRAINING	23D	(From 23B)																				37						37	
	X PT-3	(From PT-1)	1			1																						1	
	Total		1			1																37						38	
Total			1		2			1	1		4									8		70						77	

Continued on Sheet #2.

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CHART 2.

Receipts by Fiscal Year Only.

TOTAL RECEIPTS OF AIRPLANES BY THE [redacted] AIR CORPS & NATIONAL GUARD

FOR PERIOD OF July 1, 1926 TO AND INCLUDING, June 30, 1927.

COMPILED BY FIELD SERVICE SECTION, MATERIEL DIVISION, OFFICE, CHIEF OF AIR CORPS

SHEET NO. 2
Of Two Sheets.

Explanation of Columns A, B, C and D of Columns I to VI incl.

A—Quantity on Air Corps Order.
B—Quantity received during June
C—Quantity due on order.
D—Quantity received since July 1, 1926.

AIRPLANES TYPES	MODELS	CONTRACTOR	CONT. NO.	I EXPERIMENTAL A	B	C	D	II SERVICE TEST A	B	C	D	III ADOPTED TYPES STANDARD A	B	C	D	IV ADOPTED TYPES SUB STANDARD A	B	C	D	V ADOPTED TYPES LIMITED STANDARD A	B	C	D	VI OBSOLETE A	B	C	D	VII TOTAL D
OBSERVATION	LePere																									1		1
	XB-1A																									1		1
MISCELLANEOUS	Avro XIV																									1		1
	S-5 Servon																									1		1
	S-11L Pfals																									1		1
	Ruff-Boland XIV																									1		1
	M-1																									1		1
	XB-5																					1						1
	M-6 Loening																									1		1
	PW-1																									1		1
	PW-5 Ord.																									1		1
	Wampler Gen.																									1		1
	S-4C Scout																									1		1
	Delmore X																									1		1
	Sopwith Dolphin																									1		1
	Sopwith Salamander																									1		1
	Spad S-16																									1		1
TOTAL REC'D FROM HOOVER BOARD																						1				16		17
GRAND TOTAL RECEIPTS				38	1	6	14	159	1	120	36	326	9	74	250					38	3	93				14		629

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CHART 3.

Losses by Fiscal Year Only.

TOTAL DISPOSALS OF U.S. AIR CORPS & NATIONAL GUARD AIRPLANES
SINCE July 1, 1926 TO INCLUDE June 30, 1927.
COMPILED BY FIELD SERVICE SECTION, MATERIAL DIVISION, OFFICE, CHIEF OF AIR CORPS

SHEET NO. 1
Of Two Sheets.

Explanation of Columns A and B
A—Airplanes disposed of between July 1, 1926 and June 30, 1927.
B—Airplanes disposed of during month of June 1927.

		I		II		III		IV		V		VI		VII
		EXPERIMENTAL		SERVICE TEST		ADOPTED TYPES: STANDARD		ADOPTED TYPES: SUB STANDARD		ADOPTED TYPES: LIM. STANDARD		OBSOLETE		TOTALS
TYPES	MODELS	A	B	A	B	A	B	A	B	A	B	A	B	A
BOMBARDMENT	LB-1			1										
	XBG-1									13				1
	X DB-1	1												13
	X Owl Bomber											1		1
	Total	1		1						13		1		16
DAY	X T-3 L.W.F.	1												1
	Total	1												1
PURSUIT	CHA-1					2								2
	PB-1B									140	5			140
	PB-1B-1									19				19
	PB-1B-2									5				5
	PB-1B-4									4	1			4
	PB-1BK									6	1			6
	PB-1BN									4				4
	PB-1BN-1									2				2
	PB-1BP									6				6
	PB-1BP-1									2				2
	PB-1BT									17				17
	PB-1W-1									11				11
	PB-1W-2									12	1			12
	PB-1W-2A									4				4
	P-2					7				1				1
	P-2D													7
	P-3									1				1
	X PO-1	1								8				8
	X PW-4	1												1
	X PW-4L	1												1
	X PW-1BP-2	1												1
	X PW-1BU	1												1
	Total	5				9				337	6			351
PURSUIT	PB-2A									87	1			87
	P-1A					1								1
	PW-9					1								1
	X PG-1											1		1
	Total					2				87	1	1		90
TRAINING	AT-1									3				3
	JNS A.Corps									51	3			51
	JNS N.Guard									15	1			16
	JNS A.Corps									32	4			32
	JNS N.Guard									15	2			15
	PT-1					4								4
	TA-3									9				9
	TA-5									1				1
	TW-5 A.Corps									2				2
	TW-5 N.Guard									9	1			9
	TW-5									1				1
	Total					4				138	11			142
MISCELLANEOUS	V-1									9				9
	V-1A									11				11
	XAT	6												6
	S-1									3				3
	S-6											5		5
	XB-6E									21	3			21
	YB-7									1				1
	YB-9									6				6
	Keen #9	1												1
	Le Pere											2		2
	XO-1A											1		1
	Army XIV											1		1
	C-5 Curtiss											1		1
	X-6 Loening											1		1
	YO-3 T.W.											1		1
	C-111 Fokk											1		1
	PW-1											1		1
	PW-2											1		1
	C-6 Douglas											1		1
	X-4C Keyes											1		1
	Salmson X											1		1
	Dolphin D-Lynch											1		1
	Dayton Salamander											1		1
	Spad V-18											1		1
	Huff-Daland XIV											1		1
	Total	7								51	3	22		80
TOTAL ALL MAT'L		14		1		15				626	21	24		680

Continued on Sheet #2.

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CHART 3.

Losses by Fiscal Year Only.

TOTAL DISPOSALS OF U.S. ARMY AIR CORPS & NATIONAL GUARD AIR CRAFT

SINCE July 1, 1926 TO INCLUDE June 30, 1927.

COMPILED BY FIELD SERVICE SECTION, MATERIAL DIVISION, OFFICE, CHIEF OF AIR CORPS

SHEET NO. 2 of Two Sheets.

Explanation of Columns A and B.

A—Airplanes disposed of between July 1, 1926 and June 30, 1927.

B—Airplanes disposed of during month of June 1927.

		I		II		III		IV		V		VI		VII
		EXPERIMENTAL		SERVICE TEST		STANDARD		ADOPTED TYPES SUB STANDARD		ON STANDARD		OBSOLETE		TOTALS
TYPES	MODELS	A	B	A	B	A	B	A	B	A	B	A	B	A
OBSERVATION	DH-4B													
	DH-4BT									1				1
TOTAL TRNF TO CLASS 0-25.										1				1
										2				2
OBSERVATION	DH-4B													
	DH-4M-1									1				1
	Total									1				1
TRAINING	JNS									2				2
	Total									1				1
TOTAL TRNF TO DEPT OF AGRICULTURE										1				1
										3				3
BOMBARDMENT	NB-2 [To NBS-1]													
	Total									2	1			2
OBSERVATION	DH-4B [To DH-4BT]									2	1			2
	DH-4B-1 [To DH-4M-1T]									11				11
	DH-4M-1 [To DH-4M-1T]									1				1
	DH-4B-2 [To DH-4M-2A]									12	3			15
	DH-4M-2 [To DH-4M-2K]									6				6
	O-1 [To O-1A]			1						5				5
	O-2C [To O-2E]					1								1
	O-7 [To O-2C]					1								1
	Total			1		2				25	3			30
PURSUIT	P-1A [To AT-4]					1								1
	P-2 [To P-1]			1										1
	Total			1		1								2
TRAINING	JNS [To JNS]									37				37
	PT-1 [To X PT-1]	1	1											1
	Total	1	1							37				39
TOTAL CONVERTED TO OTHER TYPES		1	1	2		3				94	4			100
TOTAL DISPOSALS		15	1	3		16				630	25	24		690

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CONSOLIDATED REPORT OF AIRSHIPS AND BALLOONS

AS OF JUNE 30, 1927.

COMPILED BY FIELD SERVICE SECTION, MATERIAL DIVISION, OFFICE, CHIEF OF AIR CORPS

CLASS AND MODEL	Building	Repair	Langley MF	Scott	Texas	Scott A.C.	Scott A.I.D.	TOTAL
NON-RIGID AIRSHIPS								
TC 1 Envelope						1		1
TC 1 Car						1		1
TE Envelope							1	1
TE Car							1	1
TF Envelope						1		1
TF Car						1		1
STANDARD AIRSHIPS								
TC Envelope			2			2	6	10
TC Car			3			1	3	7
TA Envelope						1	6	7
TA Car						1	3	4
EXPERIMENTAL OBSERVATION BALLOONS								
AP 37,500 Cu.ft.							2	2
STANDARD OBSERVATION BALLOONS								
Type B			5	2		3	10	20
STANDARD BALLOONS (Spherical)								
12,000 cu ft.					2	5		7
19,000 cu.ft.	1					4	6	11
30,000 cu.ft.		1	4	2	1	8		16
80,000 cu.ft.				1			2	3
Envelope, Balloons								
35,000 cu.ft.				1				1
12,000 cu.ft.				1				1
19,000 cu.ft.				1				1
					TH DIRIGIBLE			
GA(G)A #25152, Goodyear								
TC Envelope								1
GA(G)A W 535 ac-568, Goodyear								
TC Car								1
GA(G)A #27-3048 F								
TE-1 Car								1
GA(G)A W 535 ac-664								
TC Envelope								1
GA(G)A #27-3056 F								
TC Envelope								1
GA(G)A #27-3063 F								
TA Envelope								1

DESTROYED

Dec (2) Balloons Spherical 35,000 Cu.ft. Nos. 281 and 285 from Scott Field A.I.D. to Scott Field T.S.

Dec (2) " " 19,000 Cu.ft. Nos. 287 and 314 from Scott Field A.I.D. to Scott Field T.S.

Dec (1) TAS airship Envelope #253, Car #331 from Langley to Scott Field A.I.D.

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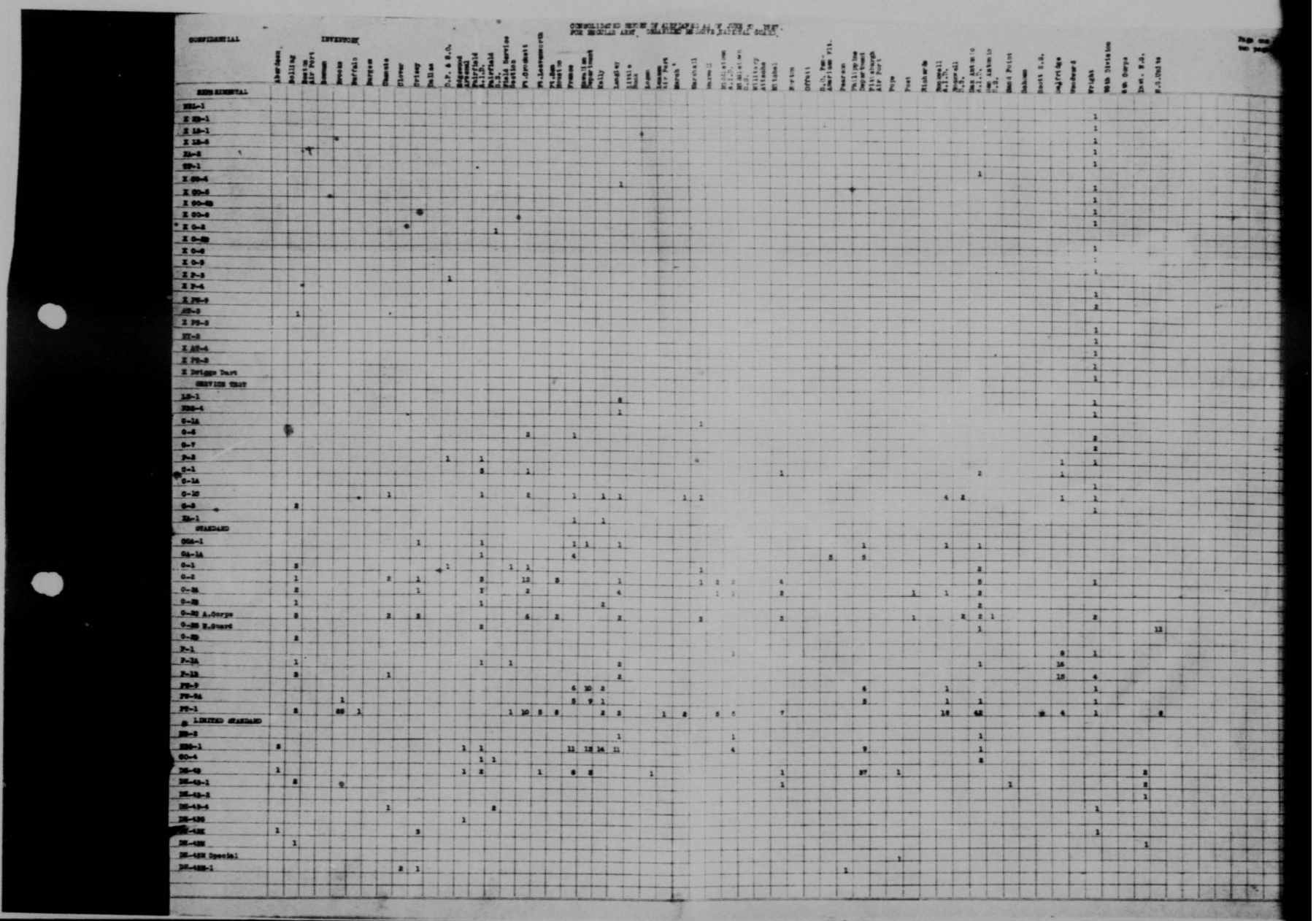

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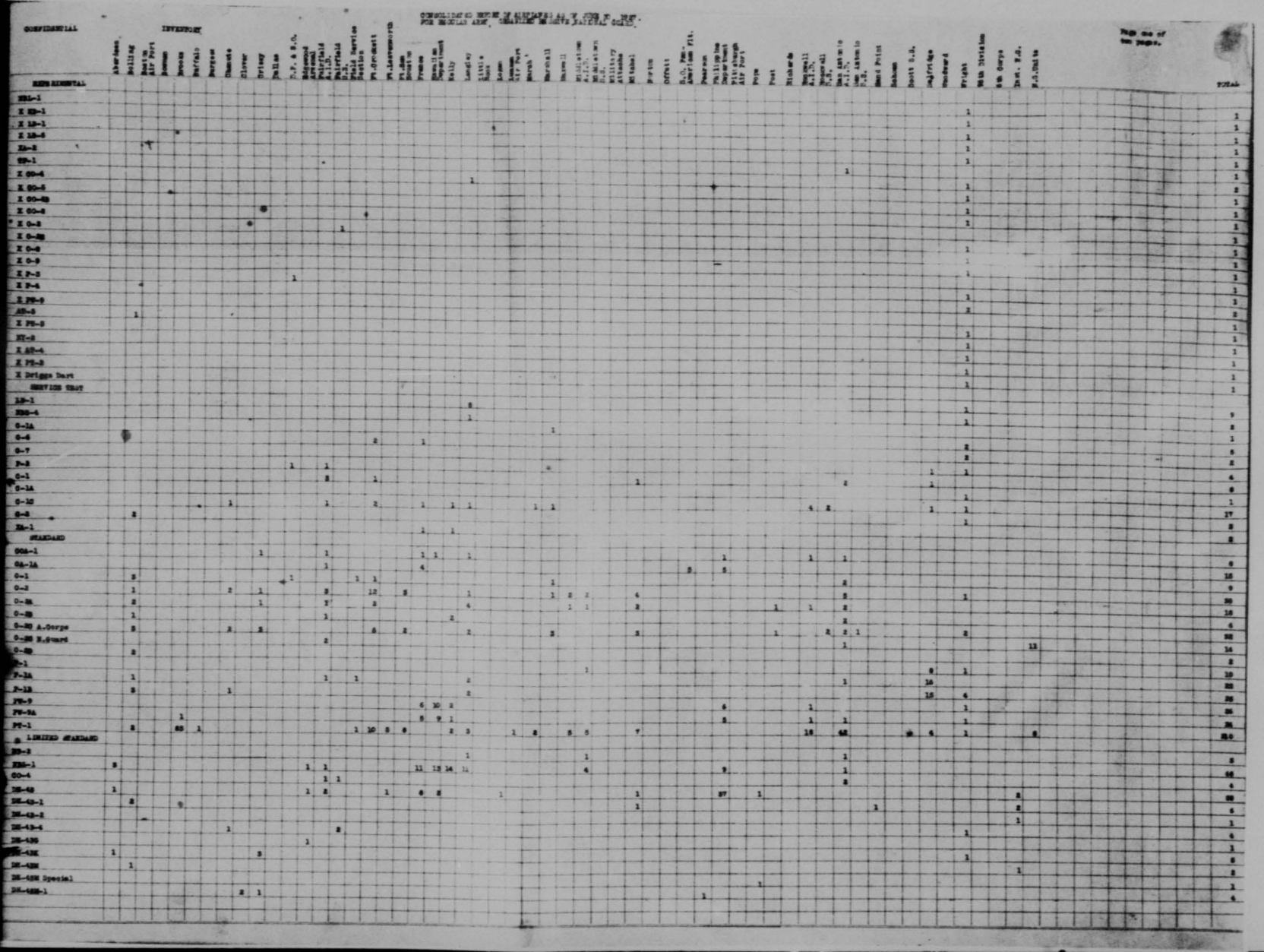

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INVENTORY

CONSOLIDATED REPORT OF AIRPLANES AS OF JUNE 30, 1939.
FOR REGULAR ARMY, ORGANIZED RESERVE, NATIONAL GUARD.

Page 2 of 2 pages.

| LIMITED STANDARD (CONT) | Aberdeen | Bolling | Bow Air Port | Broome | Buffalo | Burgess | Charlotte | Glover | Grissy | Dallas | D.F. & S.O. | Fairchild | Fairfield A.I.D. | Fairfield Air Depot | Field Service Station | Ft.Bronnett | Ft.Leavenworth | Ft. Sam Houston | Fresno | Hamilton Department | Kelly | Langley | Little Rock | Lucas | Luke Field | March | Marshall | Maxwell | Middletown A.I.D. | Middletown Air Depot | Mitchel | Morton | Orchard | Patterson Field, Fairfield, Ohio | Pearson | Phillips Expt. Stat. | Pittsburgh Air Port | Pope | Post | Richards | Rockwell A.I.D. | Rockwell Field | San Antonio Air Depot | San Antonio Aviation Sch. | Sand Point | Selfridge | Sumt S.S. | Selfridge | Woodward | Wright | 9th Division | 4th Corps | Inst. Sch. | R.O. Units |
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CONSOLIDATED REPORT OF AIRPLANES AS OF JUNE 30, 1937.
FOR REGULAR ARMY, ORGANIZED RESERVE, NATIONAL GUARD.

Page 2 of 2 pages.

INVENTORY

| | Aberdeen | Bolling | Bowman Field | Brooks | Broome | Buffalo | Burgess | Chanute | Glover | Ordway | Dallas | D.P. & S.O. | Edgewood Arsenal | Fairfield A.D. | Fairfield Eng. | Flint Service | Fort Benning | Fort Crockett | Fort Leavenworth | Fort Mac Arthur | Fort Monroe | Hamilton Municipal | Kelly | Langley | Little Rock | Logan | Luke Field | Mark | Marshall | Mitchel Field | Moffett Field | Municipal Airport | Norton | Offutt | Patterson Field | Pearson | Phillips Expt. Station | Pittsburgh Municipal | Pope | Post | Richards | Rockwell Field | Rogers Airport | Rosecrans | San Antonio Aviation Dep. | Sand Point | Selfridge | Smith Reynolds | Spokane Municipal | Springfield Municipal | Stout Field | Sumpter | Tinker | Wayne Municipal | Westover | Wright | 9th Division | 4th Corps | Inst. Ord. | U.S. Mails | TOTAL |
|---|---|---

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INVENTORY OF AIRPLANES
By Air Corps Serial Number as of June 30, 1927.

Page one of two pages.

ARMAMENT			
DB-4B	24-117		
DB-4BK	25-78		
DB-4B-1	18896		
DB-4B-BK	30482		
JNS	25-136		
NBS-1	68497		
NBS-1	68808		
NBS-1	68686		
BOLLING			
[illegible]	[illegible]		
DB-4B-1	18080		
DB-4B-1	68686		
DB-4BK	25-448		
DB-4B-1	32890		
DB-4B-2	25256		
DB-4B-2	32683		
DB-4B-2	30446		
DB-4B-2	31940		
DB-4B-2F	30807		
JNS	45146		
O-1	25-326		
O-1	25-327		
O-1	25-329		
O-2	25-343		
O-2A	25-389		
O-2A	25-394		
O-2B	25-382		
O-2C	26-386		
O-2C	26-388		
O-2C	25-404		
O-2CD	26-419		
O-2D	26-420		
P-1A	26-280		
P-1B	27-62		
P-1B	27-64		
P-1B	27-65		
PT-1	26-329		
PT-1	27-158		
XB-5B	22-304		
BOSTON AIR PORT			
DB-4B-2	31858		
DB-4B-2	31914		
JNS	25-172		
JNS	38065		
JNS	44240		
JNS	45214		
JNS	24-106		
JNS	24-171		
JNS	24-175		
BOWMAN			
DB-4B-1	31866		
JNS	24-92		
JNS	24-106	PW-9A	
JNS	25-74		
JNS	26-5	SOUTHLAND	
JNS	26-17	PT-1	25-332
BROOKS		BUREAU	
DB-4B-1P	24180	PW-9	22-379
DB-4B-1P	31906		
DB-4B-1P	31988		
DB-4B-1P	32661	A7-1	25-261
DB-4B-1P	32815		25-262
DB-4B-1P	32901		
DB-4B-2A	31566	O-1C	26-425
DB-4B-2A	31929	DB-4B-4	27-177
PT-1	25-245	DB-4BP-1	23-460
PT-1	25-246		25-415
PT-1	25-248		26-72
PT-1	25-251		26-84
PT-1	26-260		68220
PT-1	25-262	DB-4B-2	23006
PT-1	25-263		31829
PT-1	26-264	DB-4B-2F	30840
PT-1	26-268	DB-4BP-2	64454
PT-1	26-269	JNS	41986
PT-1	25-271		64790
PT-1	25-274		64798
PT-1	25-275		25-143
PT-1	25-276		25-145
PT-1	25-275		25-147
PT-1	25-276	—	25-149
PT-1	25-281		25-150
PT-1	25-284		25-151
PT-1	26-285		25-154
PT-1	25-289		25-158
PT-1	25-29-		25-159
PT-1	25-291	O-2	25-344
PT-1	26-295		25-346
PT-1	25-296	O-2C	26-407
PT-1	25-420		26-408
PT-1	26-263	P-1B	27-55
PT-1	25-266		
PT-1	25-267		

BROOKS CONT'D.			
PT-1	25-351		
	25-354		
	25-360		
	26-363		
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	26-371		
	26-372		
	26-375		
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	27-120		
	27-121		
	27-122		
	27-123		
	26-278		

GLOVER			
	TB-4BB-1		25-89
			25-131
	JNS		25-58
			25-84
	GRISBY		
	TB-4B-1		31862
	00A-1		25-228
	TB-4BK		25-161
			25-162
			25-163
	TB-4BB-1		25-45
	TB-4B-2F		30917
	JNS		25-16
			25-18
			25-40
			25-187
			25-193
	O-2		25-329
	O-2A		27-400
	O-2C		26-395
			26-396
			26-397
	DALLAS		
	TB-4B-1		31806
	P.P.& S.O.		
	O-1		25-328
	XP-3		26-300
	P-2		25-423
	ADAMSON AIRMAIL		
	TB-4B-1		23715
	TB-4BG		22-1170
	NBG-1		68490
	FAIRFIELD A.I.D.		
	A7-1		25-236
			25-237
			25-238
			25-240
	A7-4		27-228
	O-1		25-430
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			25-432
	O-1C		26-428
	O-4		68565
	O2A-1		24-8
	TB-4B		25-672
			25-699
			31412
			31935
	TB-4B-2		32814
			32410
			28808
			29129
			31866
			31936
	TB-4B-2F		30459
	TB-4BF-2F		31196
	TB-4BF-2		31958
			63545
			64927
	Ga-1A		23-420
	JNS		44811
			22-543
			22-544
			25-90
			25-92
	O-2		25-336
			25-347
			25-377
	O-2A		25-387
	O-2B		25-391
	O-2C		26-471
	TC-1		63452
	T-1A		23-207
	T-2		25-422
	PW-9		26-202
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			26-211
			26-212
			26-213
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	TB-1		26-80
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			26-220

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INVENTORY OF AIRPLANES
By Air Corps Serial Number as of June 30, 1927.

Page one of two pages.

ARNOLD
26-43 26-117
26-43X 25-78
26-43-1 25896
26-43-2X 30455
JNS 25-156
JNS-1 48697
JNS-1 48808
JNS-1 48836

BOLLING
[illegible]

26-43-1 43080
26-43-1 48656
26-43X 25-445
26-43-1 32890
26-43-2 25656
26-43-2 32685
26-43-2 30446
26-43-2 31940
26-43-2Y 30507
JNS 45146
0-1 25-325
0-1 25-327
0-1 25-329
0-2 25-343
0-2A 25-349
0-2A 25-394
0-2B 25-362
0-2C 25-364
0-2C 25-404
0-2D 26-419
0-2Y 25-420
P-1A 26-280
P-1B 27-62
P-1B 27-64
P-1B 27-65
PT-1 26-329
PT-1 27-156
XB-5B 22-304

BOSTON AIR PORT
26-43-2 31858
26-43-2 31916
JNS 25-172
JNS 38042
JNS 44240
JNS 45214
JNS 24-108
JNS 24-171
JNS 24-175

BOWMAN
26-43-1 31386
JNS 24-92
JNS 24-156 PN-9A
JNS 25-74
JNS 24-5 BUFFALO
JNS 26-17 PT-1 25-232

BRIGGS BUSINESS
26-43-1Y 24180 PN-9 22-379
26-43-1Y 31806 CHANUTE
26-43-1Y 32188 0-1A
26-43-1Y 32861 AT-1 25-261
26-43-1Y 32815 25-262
26-43-1Y 32901
26-43-2A 31556 0-1C 25-425
26-43-2A 31929 PW-13-A 25-437
PT-1 25-245 PW-13-1 25-460
PT-1 25-246 25-465
PT-1 25-249 25-477
PT-1 25-251 0-2A
PT-1 25-290 0-2C
PT-1 25-318 26-43-2
PT-1 25-323 0-2A
PT-1 25-324 0-2C
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PT-1

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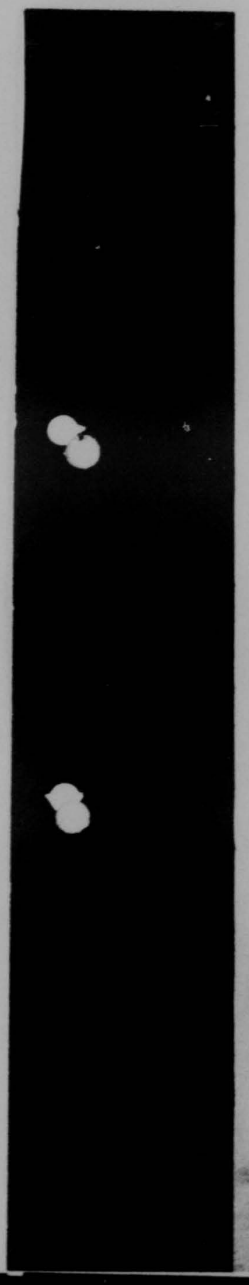

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LOCATION OF AIRPLANES

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15 Nov 1939

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Chart
Operations Report of Airplanes
as of
15 Nov 1939

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IRPLANES

4371-25

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Chart
Operations Report of Airplanes
Po of
15 Nov 1939

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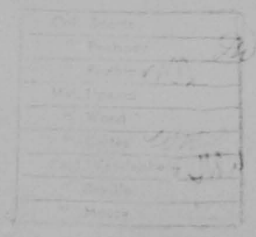
P.R.C.

Airplanes 11-15-39

Plans



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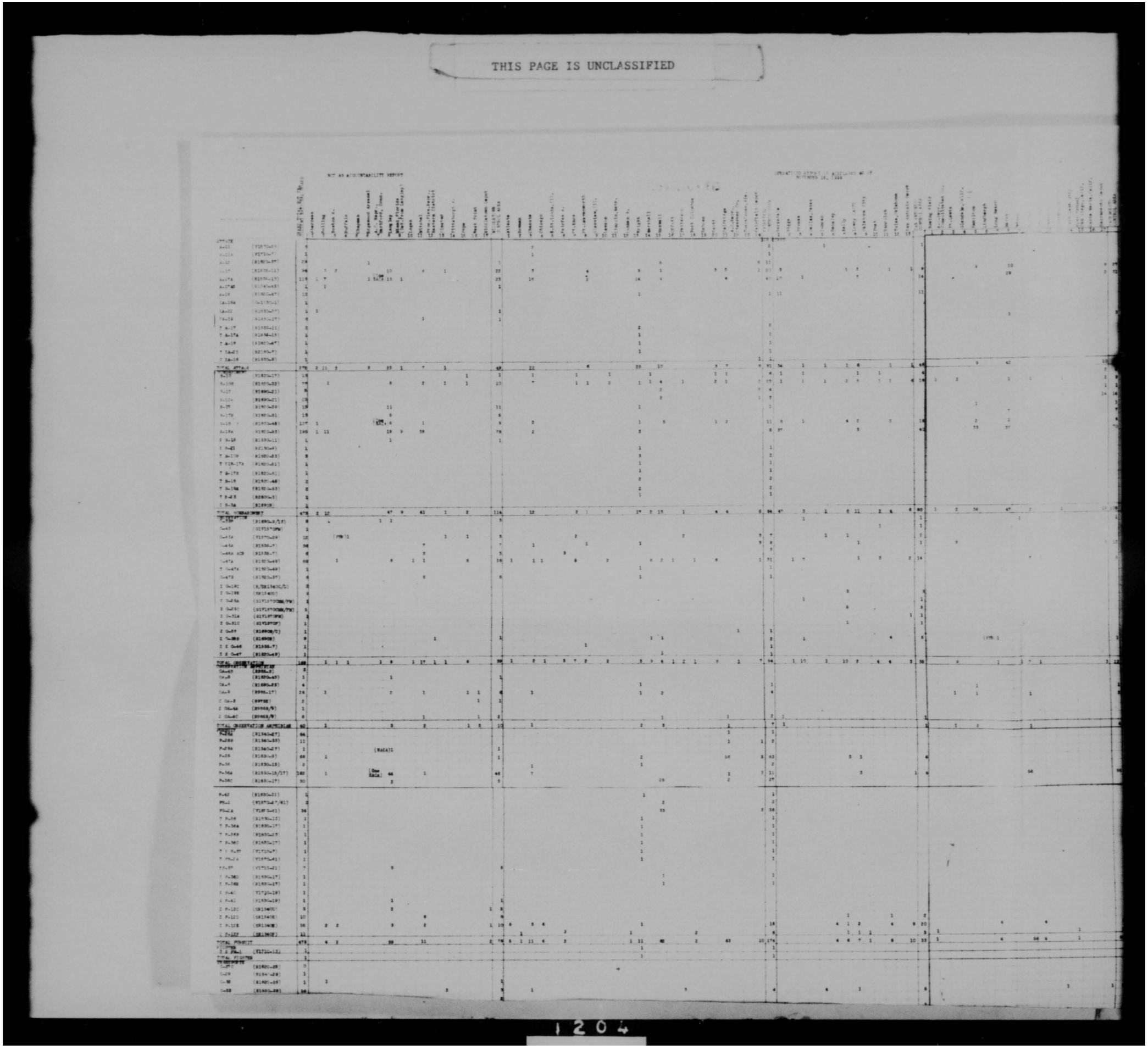

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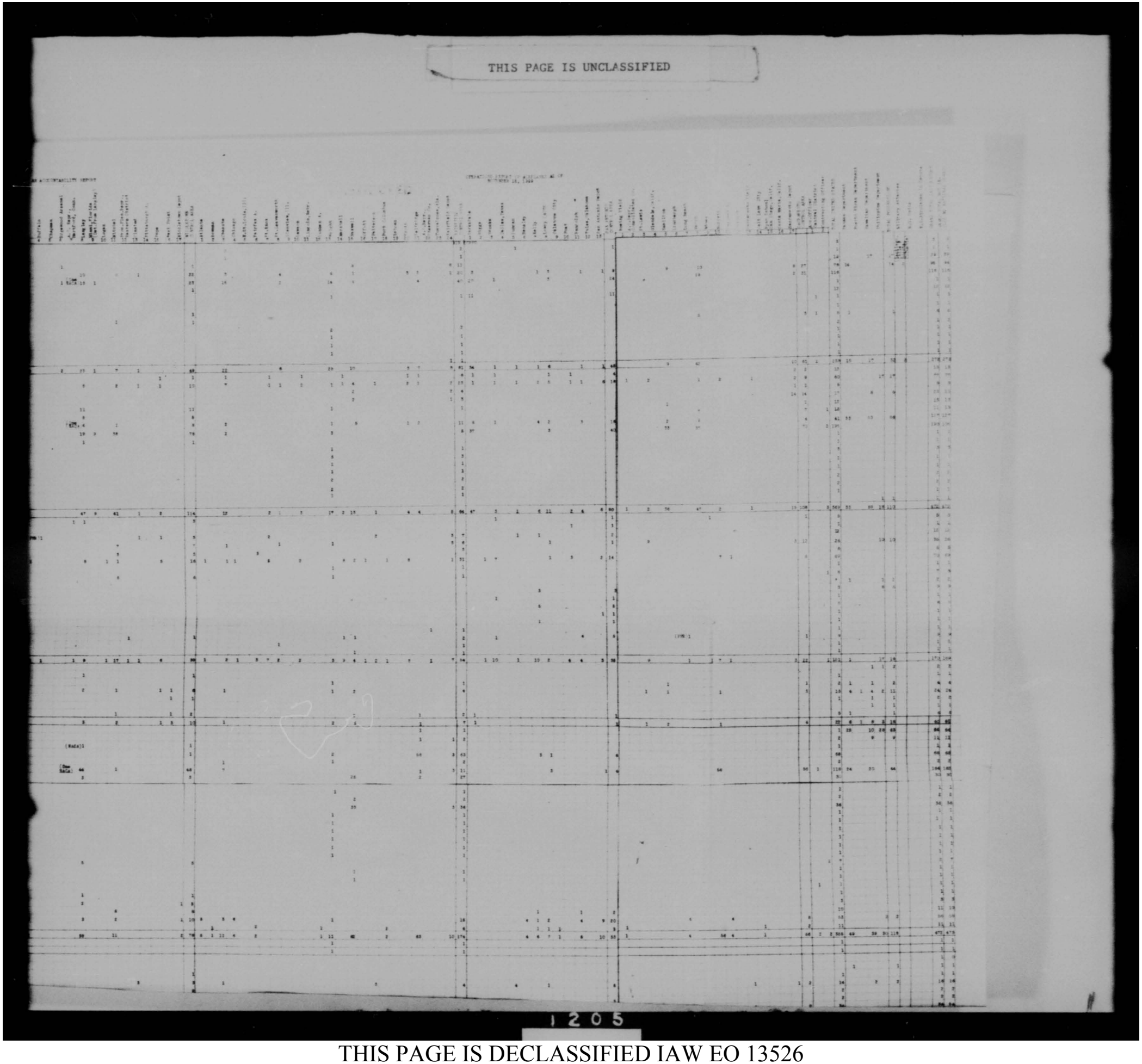

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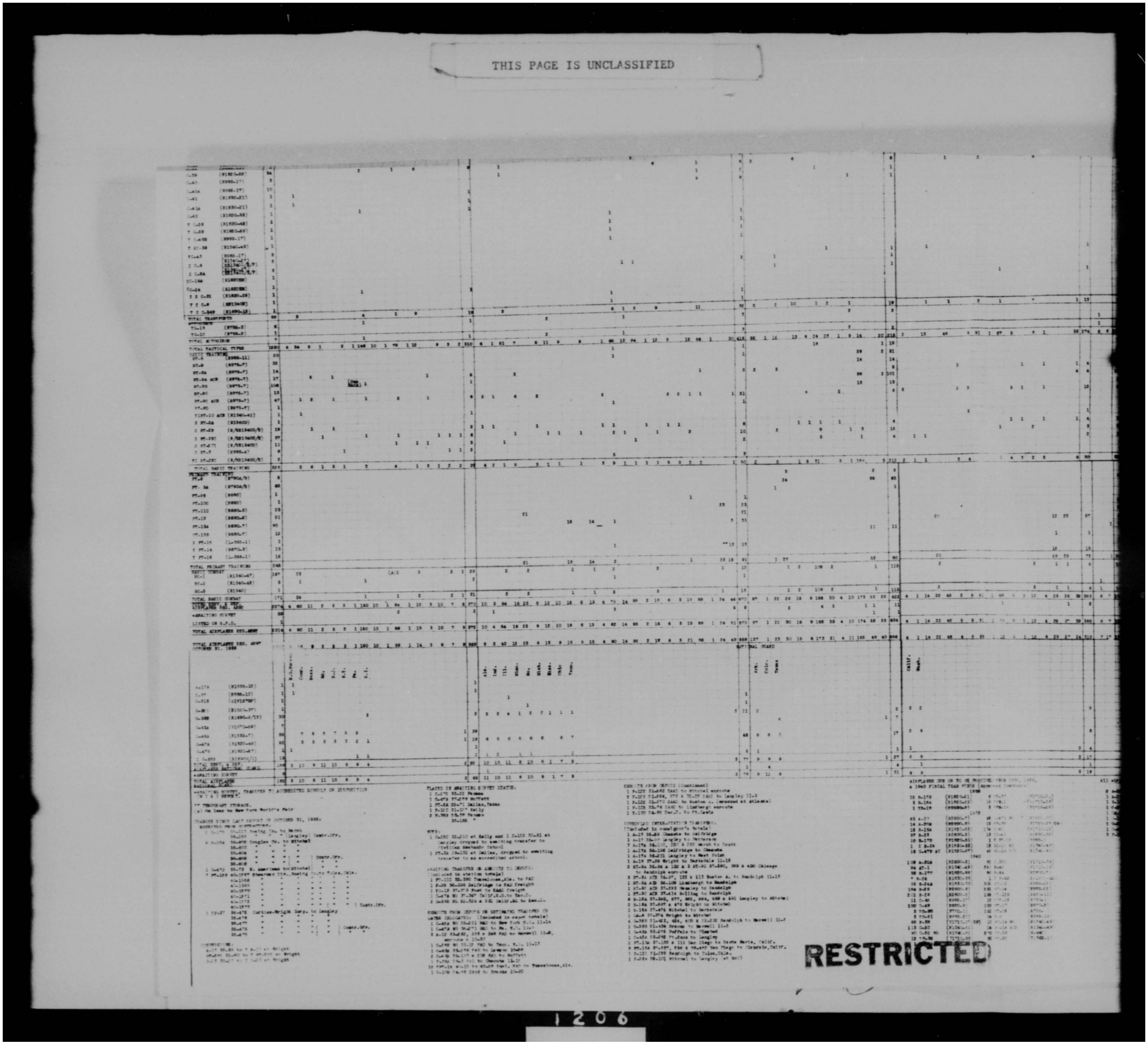

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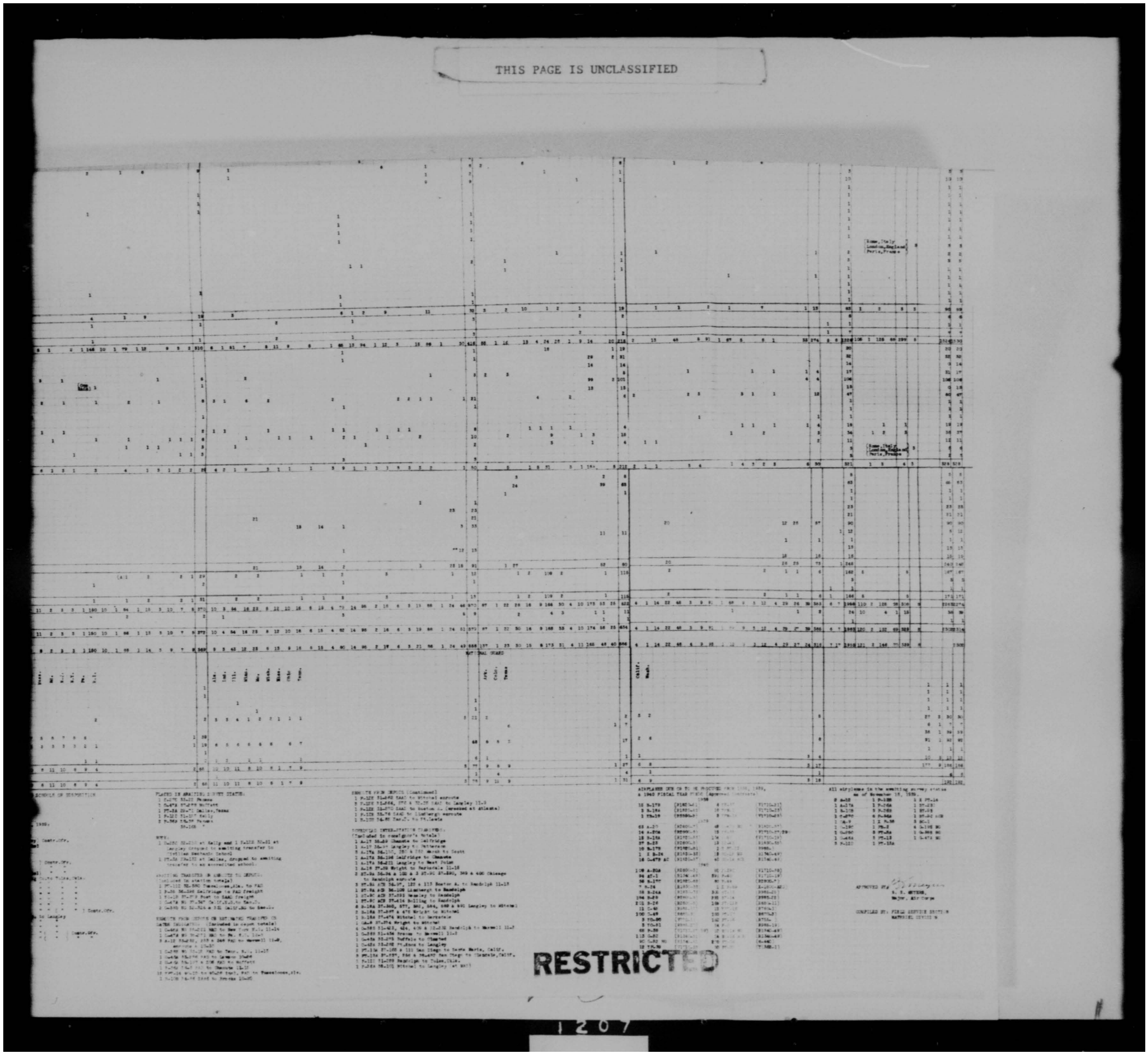

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AAF REGULATION)
NO. 65-60)

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON, 11 APRIL 1944

SUPPLY AND MAINTENANCE

Development, Classification, and Designation of Heavier-Than-Air Aircraft

(This Regulation supersedes AAF Regulations 65-60, 16 December 1943, and 65-44, 16 March 1943.)

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II	Terminology for Heavier-Than-Air Aircraft	3
III	Responsibilities	6
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I - POLICIES PERTAINING TO AIRCRAFT

The following information concerning the supply of aircraft to the AAF and the classification and designation of such aircraft supplements AR 850-25.

1. Definitions:

   a. The term "heavier-than-air aircraft" includes all aircraft supported in flight by dynamic action of the air.

   b. The term "type" as applied to heavier-than-air aircraft designates the basic usefulness of the aircraft as bombardment, fighter, training, cargo, liaison, glider, helicopter, etc.

   c. The term "model" as applied to heavier-than-air aircraft designates the group of individual aircraft of a given type which are alike in general design, dimensions, construction, equipment, and performance.

   d. The term "series" as applied to heavier-than-air aircraft designates those individual aircraft of a given type and model having, for all practical purposes, interchangeable parts, and identical tactical usefulness.

2. Supply:

   a. Heavier-than-air aircraft will be procured in conformity with policies approved by the Under Secretary of War and based on approved requirements programs.

   b. The Commanding General, AAF maintains close contact with the domestic aircraft industry, aeronautical agencies of the Government, and, through the Intelligence Division of the General Staff, with foreign aviation agencies in order to keep abreast of the most advanced aeronautical thought. The development of new models embodying improved characteristics to meet tactical require-

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ments is to be encouraged. Detailed study will be made of new types which may involve the modification of existing tactical doctrines and redevelopment of new or improved component parts and equipment. The necessity for the standardization of at least one item of each required type and the desirability of having the smallest practical number of standard models for production in emergencies will always be borne in mind.

c. Proper provision will be made for the full equipment of new aircraft with all essential navigation and communications equipment and armament.

3. Military Characteristics:

a. Military characteristics initiated in accordance with AR 850-25 will, in general, comprise the following:

(1) Type

(2) Mission

(3) Performance characteristics

(4) Armament

(5) Equipment - Communication
Navigation
Miscellaneous

(6) Crew

(7) Design features

b. As a general rule a statement of performance characteristics in quantitative or restrictive terms will be avoided, but will provide for models of a type to be representative of the best aeronautical practice consistent with the specific military requirements.

4. Type Specifications. Type specifications when required will be prepared by the Materiel Command, AAF in accordance with AR 850-25, in the form outlined in AAF Specification 1804-A, and will embody:

a. Provisions of AAF Specification R-1800, "General Specification for Aircraft," including the Handbook of Instructions for Airplane Designers, the AAF Standards Book, and specifications relating to processes and accessories.

b. A description of the type, including a statement of the tactical mission and a brief definition of general requirements.

c. A brief statement of military characteristics, including desired attainment and minimum requirements for performance, crew, armament, communications equipment, and navigation equipment, as well as a listing of subject requirements such as essential equipment, inspection and tests required, and methods of packing and marking.

d. Details of structure, design, and installation of power plant, armanent, in-

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struments, radio, electrical equipment, miscellaneous equipment, material finishes and processes, and furnishings, together with weights and part numbers. This will include items of Government-furnished equipment as well as items to be furnished by the contractor.

5. Model Specifications. The Commanding General, Materiel Command will maintain a file of the detailed model specification for each model aircraft procured. The model specification will be a concise, but comprehensive, description of the construction, installation, and the equipment installed in the aircraft, indicating conformance and nonconformance with the Handbook of Instructions for Airplane Designers and the type specification. The model specification will be prepared by the manufacturer in the form outlined in AAF Specification 1801 and will include all pertinent declarations and requirements applicable to the article, listed under the following captions:

a. Applicable Specifications

b. Type - Reduced Three-View Drawing Showing Major over-all Dimensions

c. Material and Workmanship

d. General Requirements

e. Detail Requirements

f. Methods of Inspection and Tests

g. Packing and Marking

h. Notes and Appendices

II - TERMINOLOGY OF HEAVIER-THAN-AIR AIRCRAFT

6. General. United States AAF heavier-than-air aircraft will be classified in accordance with the functions performed. When an aircraft performs functions of more than one class the primary function will be the determining factor in assigning the type designations:

a. Type. The basic type designation will consist of one or two letters, such as "A" for light bombardment, "B" for bombardment, "C" for cargo, "P" for Fighter, "UC" for utility cargo, normally accommodating up to eight (8) persons, including pilot, or a cargo load weighing not more than fourteen hundred (1400) pounds, "F" for photographic, "BT" for basic trainer, "PT" for primary trainer, "AT" for advanced trainer, "CG" for cargo glider, "R" for rotary wings, "L" for liaison, etc.

b. Categories of Types. For purposes of grouping types of aircraft together, the following broad categories will be used:

(1) Combat Airplanes. Consist of bombers, fighters, and reconnaissance airplanes. Reconnaissance airplanes consist of Photo-Reconnaissance (F type designation), Combat-Amphibian (OA type designation designed for combat rather than transport use - Navy patrol bomber type PB such as OA-10 which is similar to Navy PBY-5A), and Observation (O type designation).

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(2) Transport Airplanes. Consist of Transport or Cargo (C type designation), Utility Transport (UC type designation), and Transport Amphibian (OA type designation designed for transport or cargo rather than combat use - Navy transport type JR or R such as OA-9 which is similar to Navy JRF).

(3) Trainer Airplanes. Consist of Advanced Trainer (AT type designation), Basic Trainer (BT type designation), and Primary Trainer (PT type designation).

(4) Communications Airplanes. Consist of Liaison (L type designation) and Rotary Wing (helicopter, autogiro, etc.) airplanes.

(5) Categories listed in a, b, c, and d above comprise airplanes but not all types of aircraft.

(6) Tactical Gliders. Consist of gliders designed to carry four persons or more (including crew) (CG type designation). Tactical gliders are classed as aircraft but not as airplanes.

(7) Training Gliders. Consist of gliders designed to carry three persons or less (including crew) (TG type designation). Training gliders are classed as aircraft but not as airplanes.

(8) Man-Carrying Radio-Controlled Aerial Targets (PQ type designation) are classed as aircraft but not as airplanes.

c. Model. A particular model of a given type will be designated by a number, separated from the type letter or letters by a dash, such as B-17, AT-7, etc.

d. Series. Following the model number there will be a series letter (B-17F, AT-7A, etc.) to designate changes in the model. The letters "O" and "I" will not be used. The series letter will be changed when:

(1) A change is made in the engine which materially affects the engine performance rating or seriously affects the interchangeability in the aircraft.

(2) A change is made in propellers which affects interchangeability (Curtiss instead of Hamilton Standard) or flying characteristics of an aircraft (13′ 6″ propellers instead of 12′ 6″ propellers).

(3) A major change is made in primary installed armament. (Addition of chin turret; addition of side guns; installation of 20 mm guns instead of .50 caliber, etc.)

(4) A major change is made in structure and/or equipment installation affecting interchangeability.

e. Block Number:

(1) Following the type, model, and series designations, there will be a block designation number consisting of one, two, or three digits to designate production releases with respect to changes affecting safety,

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utility, and interchangeability. The block number will be separated from the rest of the designation by a dash (block numbers will not apply to primary, basic, and advanced trainers).

(2) The block number will be assigned to production aircraft as follows:

(a) One (1), five (5), and multiples of five (5). Intermediate block numbers will be reserved for the use of the modification centers and Headquarters, Air Service Command. The next numeral above the block production change number will be assigned from any given block. For example, a B-17F-10 will, at the first modification, become a B-17F-11.

(3) The block designation (either 1, 2, or 3 digits) will denote a group of aircraft, the parts of which are interchangeable from a maintenance and servicing standpoint and the uses of which are identical from a tactical standpoint, and which all incorporate the same modifications.

f. Manufacturer's Code Symbols:

(1) Following the block designation there will be a two-letter code symbol identifying the manufacturer of the individual aircraft as specified in AAF Bulletin 52. The manufacturers' symbols will be separated from the block designation by a dash. Example of a complete model designation: "B-17F-10-BO."

7. Auxiliary Prefix Symbols:

a. Prefixes "A," "B," "C," "F," & "P". One of the appropriate symbols ("A," "B," "C," "F," or "P") will be used as an auxiliary symbol to indicate the usage of an aircraft when it is so modified that its originally intended use is no longer applicable. (for example: A B24C aircraft modified as a cargo will be designated a CB-24C).

b. The prefix "T" designator will be used as an auxiliary symbol when required to identify a combat type aircraft which has had combat equipment removed to make it more suitable for training purposes or other special usages. Aircraft with this auxiliary symbol will not be changed or modified to the extent that it cannot be readily returned to combat operational status.

c. No more than one auxiliary prefix symbol will be used for a type, model, and series.

d. The addition of any prefix will be reported on AAF Form 110 as a redesignation, as provided in AAF Reg 15-110.

e. For reporting purposes, auxiliary prefix symbols will not be considered as changing the basic designation, but indicate only the present utilization of the aircraft. (Example: A CB-24 will be reported as a Bomber).

8. Classification Symbols. Aircraft other than those classified as "Standard," "Substitute Standard," "Limited Standard," and "Limited Procurement" will have a prefix letter assigned to the model designation to denote their class as Experimental, Service Test, Obsolete, and Restricted. The applicable classification is indicated by a letter prefix to the type and model designation, as set forth below:

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a. Prefix "X". This prefix indicates that the aircraft has an experimental status.

b. Prefix "Y". This prefix indicates that the airplane will have the required military characteristics and an airplane so designated is one of a quantity procured to develop the potentialities of the model.

c. Prefix "Z". This prefix indicates that the model has been classified as obsolete and no further procurement will be made.

d. Prefix "R". This prefix "R" will be applied to any aircraft within the continental limits of the United States which is no longer considered by the Commanding General, Headquarters, AAF to be entirely suitable to perform its primary combat mission. The "R" (restricted) designation for individual aircraft will only be authorized when the special usage is of such scope as to preclude the aircraft being readily returned to combat operational status.

III - RESPONSIBILITY

9. The Materiel Command and Air Service Command will have the following responsibilities and will have the power to act for the Commanding General of the AAF in carrying out these responsibilities:

a. Materiel Command:

(1) Classification by type and model of all AAF aircraft in conformance herewith and with AR 850-25.

(2) Decision as to when and for what reasons an AAF aircraft will be reclassified and submission of reclassification recommendation for approval in conformance with AR 850-25.

(3) Standardization and approval (within the limitations established in Section II hereof) of AAF aircraft classification terminology utilized in engineering and airplane characteristics reports prepared by or for use of the AAF.

(4) Assignment of "model numbers," series letters and block designation numbers and manufacturers' code symbols to aircraft produced in individual factories or modified in modification centers or other service activities and those otherwise procured or acquired.

(5) Assignment of auxiliary symbols to Air Service Command for aircraft rework in service in accordance with instructions prepared by Materiel Command, or as required by virtue of special usage of the aircraft as contemplated in paragraph 9b(3).

(6) Preparation and revision of a catalogue in one volume (Technical Order size) which will indicate the tactical changes made in production aircraft and will explain briefly the reasons for the aircraft series designation.

(7) Issuance of modification center instructions requiring that entries be

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made on AAF Forms 263A in each aircraft, showing the modification(s) which the modification center has made to the aircraft.

(8) Strict Adherence to the Principles Laid Down for Application of the Type, Model, Series, Block, and Manufacturers' Symbol Designations. It is required that all aircraft of the same block designations must have parts and tactical usefulness which, for all practical purposes, are interchangeable and that no new block designation is assigned unless there is a change(s) materially affecting interchangeability.

b. Air Service Command:

(1) Preparation, publication, distribution, and revision, as required, of Technical Order instructions, to direct the reclassification and redesignation of aircraft in service.

(2) Publication and distribution of the Materiel Command catalogue referred to in paragraph 9a(6) of this regulation.

(3) Assignment of appropriate auxiliary symbols to permanently assigned aircraft within the continental limits of the United States, not designated "R" (restricted), that require removal of equipment or other changes for training or special usage.

(4) Assignment of appropriate block designators to aircraft which are modified in service to the extent that safety, utility, or interchangeability is affected.

10. Commands and activities listed below will submit requests to the Commanding General, Air Service Command for redesignation of permanently assigned aircraft, not classified "R" (restricted), that require removal of readily reinstallable equipment, listing the affected aircraft by serial number and the equipment desired to be removed.

Training Command
Proving Ground Command
Troop Carrier Command
Air Transport Command
First, Second, Third, and Fourth Air Forces
AAF Tactical Center
Exempted Activities

AIR FORCE COMMANDERS WILL MAINTAIN IN COMBAT READINESS THOSE AIRCRAFT ASSIGNED TO THEIR COMMANDS NECESSARY TO PERFORM COMBAT MISSIONS ASSIGNED THEM UNDER EXISTING DIRECTIVES.

IV - SCOPE OF APPLICATION

11. The provisions of Section I, II, and III above will be observed in all current procurement and supply and in war planning.

By command of General ARNOLD:

OFFICIAL:

THOMAS A. FITZPATRICK
Colonel, AGD
Air Adjutant General

DISTRIBUTION:
"A"

HEADQUARTERS ARMY AIR FORCES
OFFICIAL
WAR DEPARTMENT

BARNEY M. GILES
Major General, United States Army
Chief of Air Staff

4-7422, AF

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AAF REGULATION)
NO. 65-60A)

HEADQUARTERS, ARMY AIR FORCES
WASHINGTON, 25 APRIL 1944

SUPPLY AND MAINTENANCE

Development, Classification, and Designation of Heavier-Than-Air Aircraft

AAF Regulation 65-60, 11 April 1944, is amended as follows:

* * * * * * *

6. General. United States AAF heavier-than-air aircraft will be classified in accordance with the functions performed. When an aircraft performs functions of more than one class the primary functions will be the determining factor in assigning the type designations:

* * * * * * *

b. Categories of Types. For purposes of grouping types of aircraft together, the following broad categories will be used:

* * * * * * *

(5) Categories listed in (1), (2), (3), and (4) above comprise airplanes but not all types of aircraft.

* * * * * * *

7. Auxiliary Prefix Symbols:

a. Prefixes "A," "B," "C," "F," and "P." One of the appropriate symbols "A," "B," "C," "F," or "P" will be used as an auxiliary symbol to indicate the usage of an aircraft when it is so modified in service that its originally intended use is no longer applicable; for example, a B-24C aircraft modified as a cargo will become a CB-24C.

* * * * * * *

By command of General ARNOLD:

HEADQUARTERS ARMY AIR FORCES
OFFICIAL
WAR DEPARTMENT

BARNEY M. GILES
Major General, United States Army
Chief of Air Staff

OFFICIAL:

THOMAS A. FITZPATRICK
Colonel, AGD
Air Adjutant General

DISTRIBUTION:
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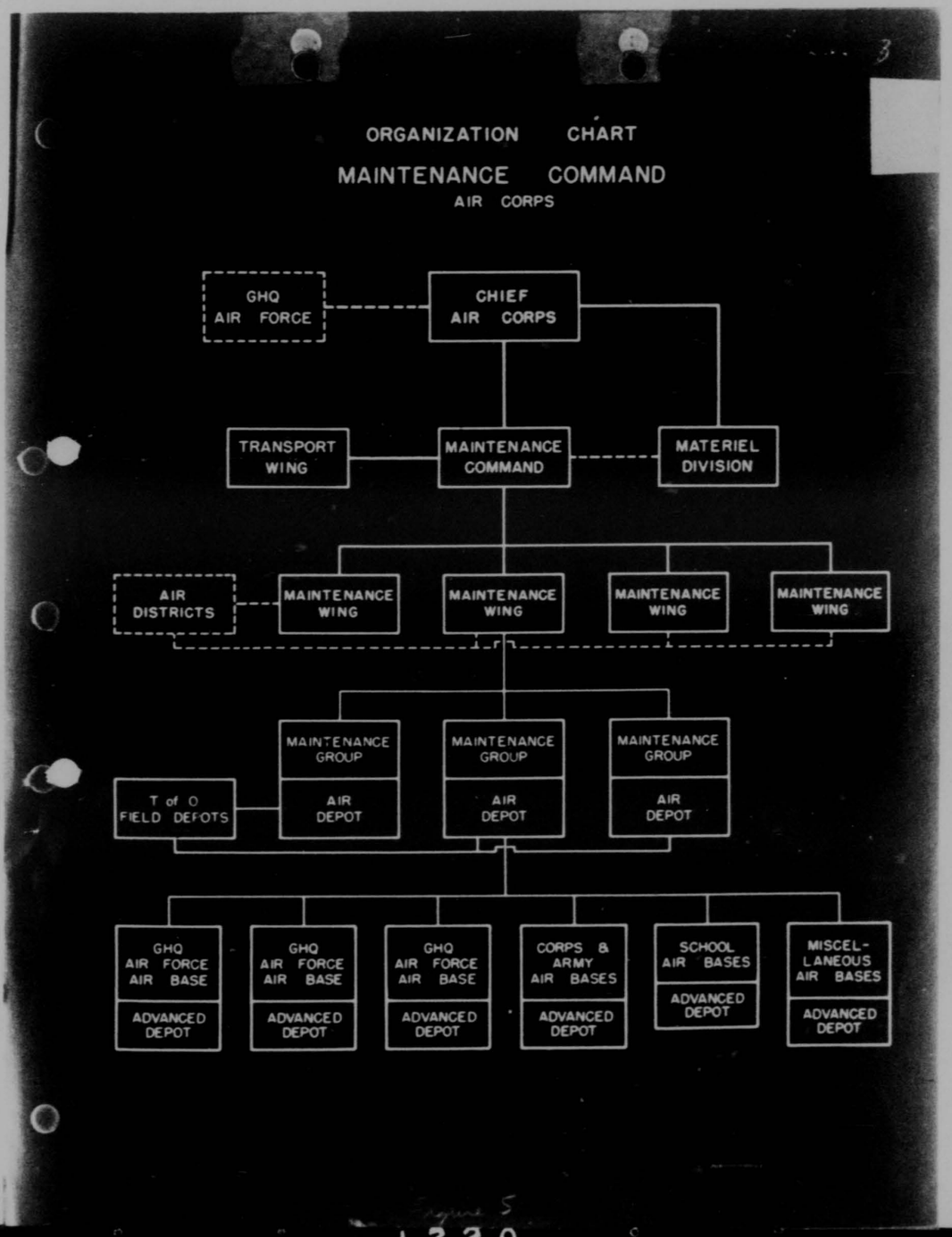

Figure 5

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	(1) Within allowances prescribed you, do AAC facilities serving your theater have and maintain in theater an adequate stock of parts and supplies?	(2) Are parts and supplies so packed or wrapped as to survive in suitable condition for use?	(3) When requisition for emergency parts and supplies is method, what is avg lapse of time between req'n and delivery of materials? Is this satisfactory?	(4) In your opinion or to your knowl. (state which) is delay due to failure to process requisition promptly, lack of trg. of pers., or difficulties with transportation?	(5) Are units and military personnel, AAC, adequately trained for discharge of their duties?	(6) Is third and fourth echelon maintenance performed adequately and without unreasonable delay?	(7) Does flow of supplies move forward as it is to satisfy requirements of your command within permitted allowances?	(8) Have you sufficient AAC Units to fill your allowance and t fulfill AAC functions
First Air Force	Difficulty in maintaining parts for P 47's, Hdq. of distribution center at Flushing, L. I. should help. *a	Satisfactory condition	1-3 days, which is on the whole satisfactory	Opinion that delays are due to lack of trained personnel.	No answer	No answer	No answer	No answer
Second Air Force	Not adequate. 75AT hrs flying time lost due airplanes awaiting parts. *b	Good condition	8-10 days - average. As much as 3 weeks lapse which is not considered satisfactory.	All 3 causes plus shortage of parts. Headq. not add. facilities permitting more air cargo shipment. *c	Second Air Force does not feel qualified to pass judgment upon qualifications of pers.	Reasonably satisfactory with exception of night service.	Not satisfactory - present flow necessitates constant robbing of other aircraft	Sufficient. (See *d for additional comments in general)
Third Air Force	Inadequate except where servicing unit has long been established. Next highest Class 2b airplanes. *b	Usually satisfactory with few exceptions	2-3 days if in stock. 10-20 days if not. *d Not satisfactory	Delay due to all three causes. *f	Personnel turnover too rapid for them to become acquainted with supply problems.	Satisfactory in general. Reduced by distance between units all servicing organizations.	Realization that shortages in supplies transpor. and personnel exists. *g	Sufficient if adequately manned and trained.
Fourth Air Force	Not adeq. due to insuff. basic stockage of Table X, delay of parts for new equipment. *h	Properly packed	Average - 21 days Not satisfactory	Due to custom of extracting thru chain of command; substitution of unneeded parts.	All supply and maintenance personnel relatively untrained.	Satisfactory except in San Bernardino area. (March Fld excepted due to radio difficulty thru 1943).	Not satisfactory due to nonprocurement of parts in proper ratio and to improper distribution.	Sufficient. (See *j for general remarks)
Air Transport Command	Not adeq. ATC is called on to assist in securing parts that should be on hand. *i	Suitable condition but wrappings unnecessarily heavy and not properly marked.	7-15 - domestic. 25-35 for overseas. Not satisfactory.	Not exclusively to but considerably due to personnel - channels should be shortened. *l	Need more education on the importance of keeping aircraft in the air.	No	No	Not at present - have been requested.
Antisubmarine Command	Gen'ly adeq. except for B 34's and except at Jacksonville, Charleston, Bluethenthal and Gander Newfoundland	Suitable condition	8-10 days if supplies are available. Otherwise 4-6 weeks. Not satisfactory.	Too much delay on teletype requisitions 51st SubOrg Lgy Fld to MASC. Process. delay.	Very cooperative and adequately trained	Not performed adequately. Delays are unreasonable	Very slowly - cases where airplanes out of commission. Slow freight instead of air express.	Subdepots needed at Gander, Jacksonville, Bluethenthal, Charlestown and Fort Dix
Flight Control Command	Adequate stock except paper and office machines	Good condition	4-5 weeks. Not satisfactory	No answer	Satisfactory in training in consideration with restrictions by higher authorities.	No answer	Not fast enough due to inadequate transportation facilities	No answer
Training Command	Adeq. stocks except for AT-18 and combat type airplanes	Adeq. packed with exception of instruments which in some instances are damaged in transit.	Delivery depends on rail time between depot and station. If supplies available in depot, good service. *m	Delay is due to all three factors.	In some instances AGC mil pers lacks exper. and civ pers lacks ability. *p	Commendable results in general	Commendable results in general	Sufficient. (See *q for general remarks)
Materiel Command	Attempts to maintain adeq. stocks...except in cases of critical shortages beyond control.	Suit. cond. except large parts such as self-sealing fuel tanks rough depot handling	Varies. Satisfactory considering all conditions	No specific answer	"Marked improvement."	No need for third and fourth echelon maintenance	"Marked improvement."	Sufficient.
Proving Ground Command	Generally no. Should provide stock of parts covering items that are used daily and frequently. *r	Satisfactory	If to Mobile, 3-5 days. If relayed from Depot to ASC, 7-30 days. Generally not satisfactory. *s	Slowness in forwarding requisitions and lack of trg of personnel. *t	Persons with best qual. not always assigned or taken in draft. *u	Satisfactory considering the personnel available	Yes	No. Eglin Fld reduced and is not believed ASC can meet the requirements imposed at this field. *v
Troop Carrier Command	Adeq. stocks not maintained except at Patterson Fld., Pope Fld. and San Antonio	Packed and wrapped satisfactorily	Not known, generally. Transported after located. This recognized not satisfactory.	Believed due to failure to process promptly and to lack of trained personnel units.	Inadequately trained except at Patterson, Sedalia AAB, Pope, Lawson and San Antonio	Not adeq. and too slow except at Patterson, San Antonio and Pope Fields.	Not satis - T/A for spare parts to maintain 52 aircraft for 60 days is inadequate	Sufficient
School of Applied Tactics	No - normal 30 days levels for service center of Subdepot never been rec'd. *w	Suitable condition	Varies with series planes - P series 3 wks. up - A series 2 wks. *x Not satisfactory	Predominently due to scarcity of parts.	Adequately trained	Adequately	No due to Dept.U.S. restrictions for CM-S stocks and failure to reach init. level of sup. for all classes	No answer
Alaskan Defense Command	Generally adequate. Occas. substitution of requ'd'd items causes delay tech. repairs. *z	Gen. satis. Greater care should be exercised ex- of Spookane stock would alleviate. *y	10 days to 2 mos. Gen. satis. Expansion tional markings and re- moval of mfrs. markings.	Delays due limited cargo ships out of SPOE. Lack trained personnel. *a	Small % not adeq. but current replacement indicate corrective action has been taken.	Adeq. Delays have occurred due parts shortage but have been subsequently rectified.	Satisfactory except for unavoidable delays in hereinbefore covered.	Insuf due to limitation on this command by Garrison ceiling strength. *a1
Newfoundland	Stocks of parts and supplies sufficient	Properly packed	21 days by air - 60 days by water	Delay due to processing.	Adeq. except 406th Serv. Sq which needs 90 days trg as a unit	All 3d Echelon performed adequately. No 4th echelon performed in this Command	Satisfactory	Sufficient
Greenland	Parts and sup under Tables 2 & 8 arrive after 90th's have passed thru causing first, shortage, then overage	Properly packed with few exceptions	From PIAAF SPD Depot No. 335 - 3 days to 2 wks. From Base depot 6-8 weeks.	Due to transportation difficulties and lack of trained supply personnel	Adequately trained except that no trained supply men are on hand.	3d echy considering present setup. None by 4th due to lack of tools and equipment.	Satis. except Class 850, 852, 853 property which is now on requisition.	Sufficient if 30th Transport Sq activities are included in this
Iceland	Adequate	Properly packed but damaged by careless handling during shipping (cosmetic-es) *A	Very sat. - 5-14 days	In winter delays probably occur because of nonavailability of air transportation.	Adequate in general. Pers. trained in landing tech. sup. not available until recently.	3d satisfactory. 4th 90th that can't be done here is shipped to U.S. Some 4th 90th done here.	Satisfactory	Adequate to fulfill all functions. Operate as service center directly under 34th Composite Wing.
Latin American Theater	Requisitions now pending will provide adequate stockage. (Insuff. stock now on hand).	Air shipment properly packed but boat shipments arr. poor cond. due to poor packing and rough handling.	Radio - 3 to 4 wks due to lack air transportation. Boat - 2-3 months.	Delay due primarily lack air transportation.	Properly trained	Performed adequately	Presently inadequate but completion of pending requisitions will rectify.	Adequate. Add. spec'ists may be required. Depending for such to be based on ind. duty code, not as white.
Pacific Theatre	Adequate except in isolated cases	Generally well packed-exceptions reported by unsatisfactory reports. *B	1-6 weeks. Not satisfactory in a few cases.	Delay believed due to lack of trained personnel and transportation	No standard units of AGC in this area *C	Performed in excellent manner by Hawaiian Air Depot and subdepots	Supplies are passed to this theater by requisition. This method is satisfactory.	Depot not provided with allowance of enl pers. on manu. table. 831 pers issued. required. *D
South Pacific Theatre	Sufficient except for certain critical items. *E	Suitable except packing crates, tarps super-chargers as mentioned in unsatis. rpt 10 Aug	From Hawaii-10 days by air if space avail. 20 days by air from U.S. Often sent by water, 60 days. Not sat. *F	Cannot reconcile time required for various stages of movement to and from San Francisco *G	Not upon arrival in this theater. Need more technically and educationally qualified. *H	Improvement expected with further training and experience.	Excellent when available in U. S.	Suff. provided rear areas can be progressively evacuated as combat units move forward.
Southwest Pacific Theatre	Suff. supplies furnished but recommend shipment in advance, prior to need by using unit.	Suitably packed.	Avg - 28 days from Patterson...AOG req take 12 days from Hawaiian Depot and 2b days from States. *K	Due to unavailability of asterisk and difficulty of transportation.	Recommend service pers. be familiarized with all type aircraft, otherwise satisfactorily trained.	Adequate and without unreasonable delay	Not satisfactory due to infinite lack of rail, water and air transportation.	Inadequate Serv. Sq's be projected on 1 per cent group plus 1 per each Air Depot Grp. Further req. in writing.
European Theatre	Adequate, except for critical items of supply. *I	Excel. except factory packings not segregated or properly classed and tagged.	35-60 days. (No comment as to whether satisfactory. 1942).	Delay not considered abnormal but due to procurement and transportation difficulties.	Satis. but can be improved for this theatre by more attn to battle dmg repair trg and spec. on bombsights *J	Adequately	Satisfactory with exception of critical items.	Satisfactorily if Bradley plan is accomplished quickly and fully.
North African Theatre	In general, Adeq. but sometimes short of readily moving items, and excess of others *G Re concur in fully tables.	Generally suitable. Damage from faulty packing is negligible.	2 months. Highly unsatisfactory. Real time C87 airplane for emergency trips to U.S.	Transportation difficulties. See previous comment.	Not adequately trained. Particularly personnel in higher positions. *L	Adequately due to extraordinary efforts under battle conditions.	Satis. but request for C87 airplane is urgent requirement.	Satis. including units scheduled except we great need for guard squadrons. *M
Central African Theatre	No, but a noticeable improvement in past 60 days.	No, due to abusive handling at docks, etc. and other reasons as listed in unsat. rpts sent in to ASC by Depot	31 days. Satisfactory in our opinion.	Due to difficulty of transportation with some failure to proc. promptly from lack of trained personnel	Theoretically, yes, but need practical training.	Adeq.- as now setup within our limits of facil., insuff. pers. and lack of spares or parts	Yes, after arrival in theater	Satisfactory
Middle East Theatre	Adequate except for certain critical items.	Satisfactorily packed	Avg time 54 days (air transport); Minimum time 16 days. Maximum time 174 days - not satisfactory.	Due to all 3 causes plus fact emerg. requests cover items for which gen. shortage exists. Improvement noted.	Reasonably well trained.	Without unreas. delay but affected by shortage of tools, equipment, critical materials.	Not satis due prin'ly shipment delays and relative low priority this theatre	Sufficient
Asiatic Theatre								

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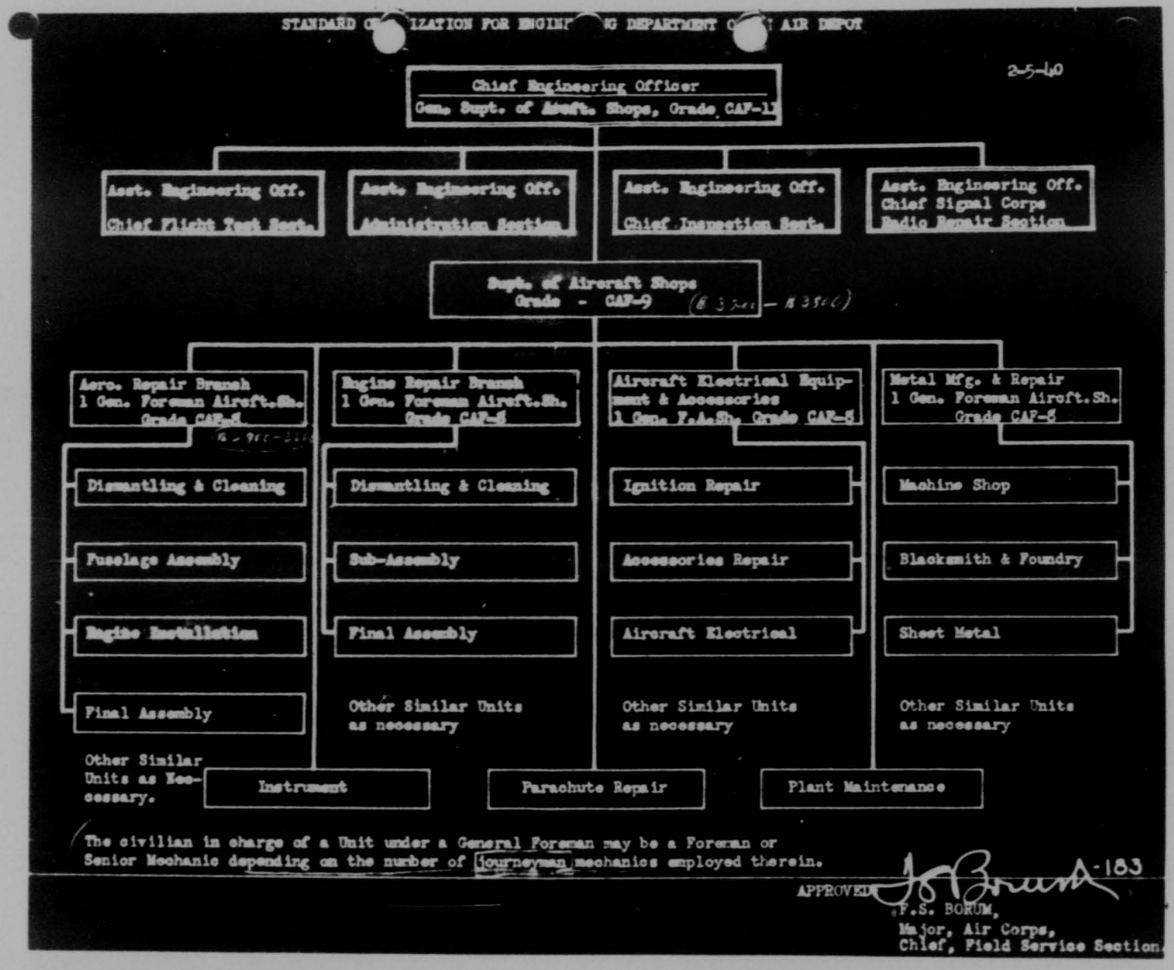

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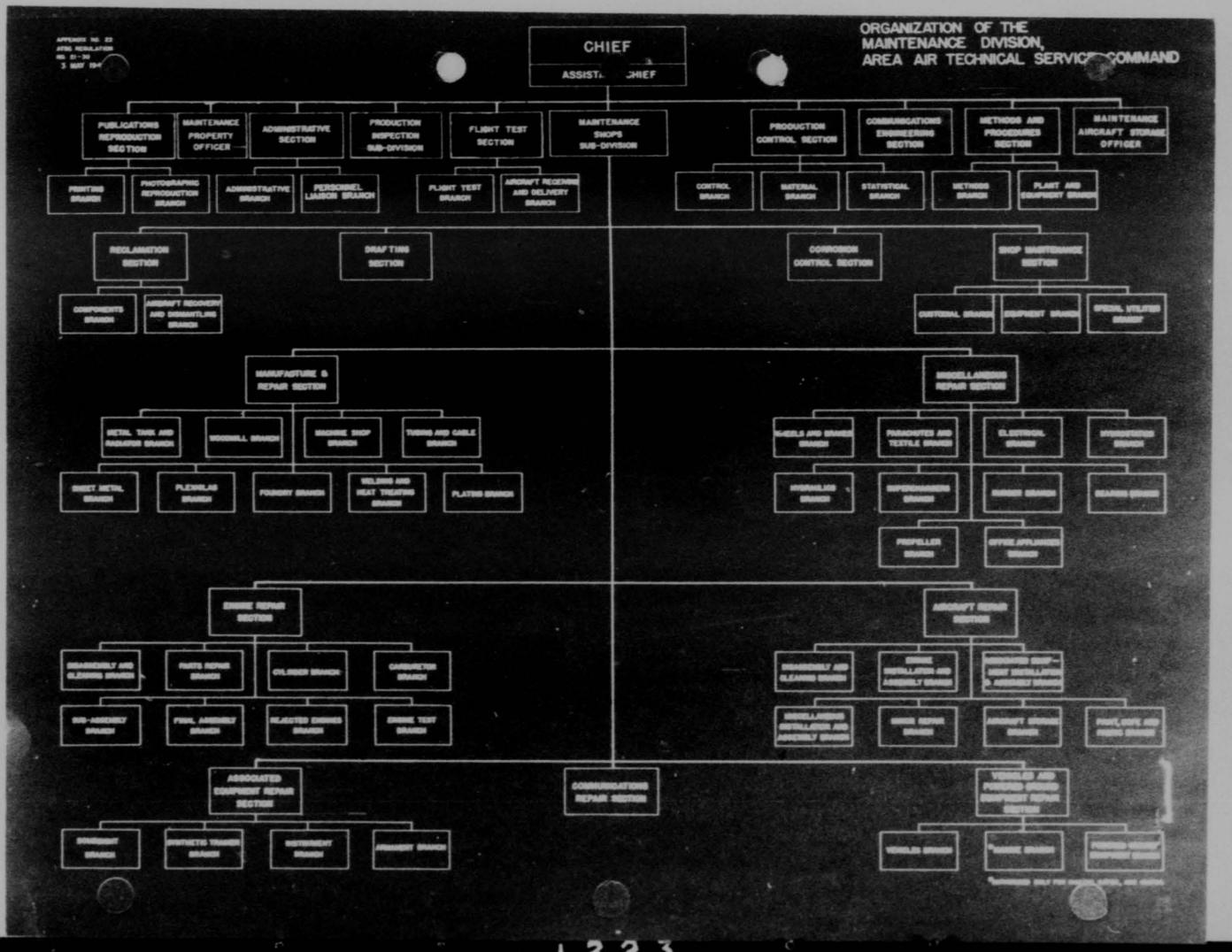

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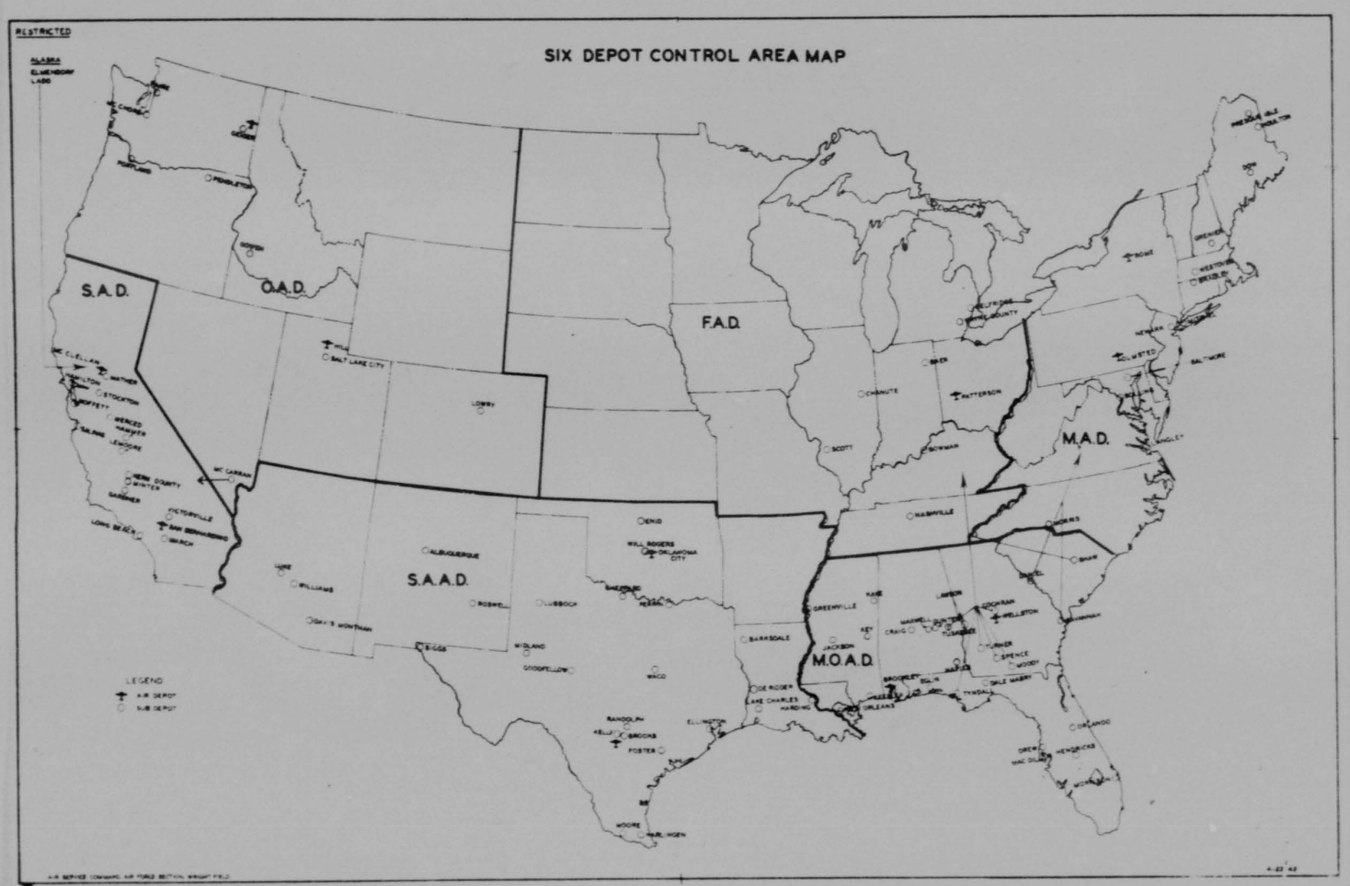
SIX DEPOT CONTROL AREA MAP



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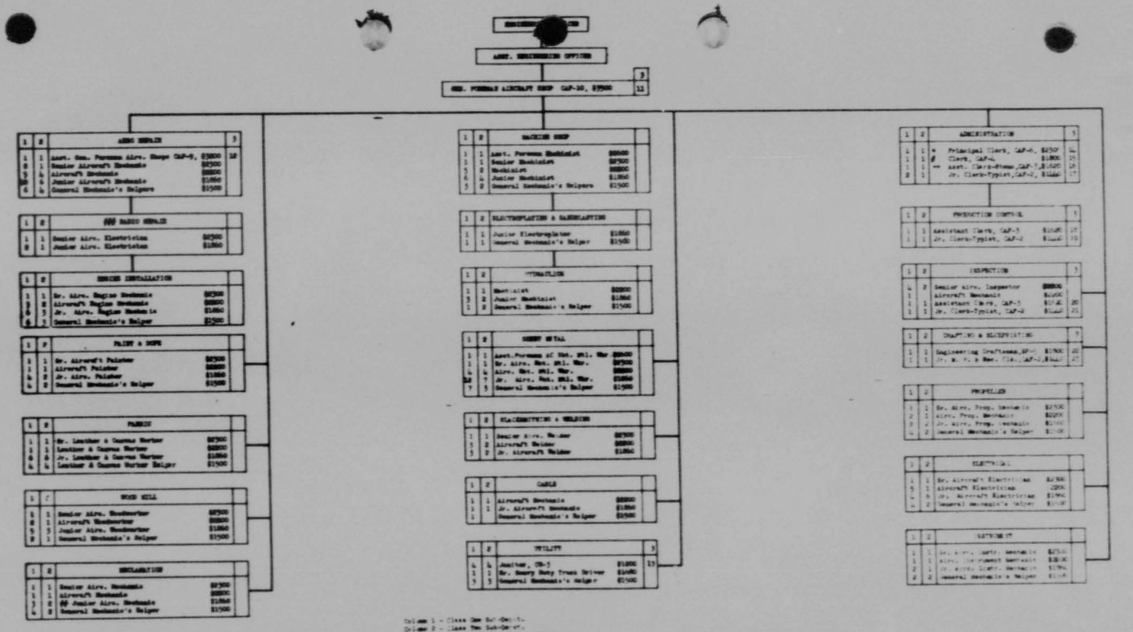

ORGANIZATION CHART
SUB-DEPOT ENGINEERING

REVISED JUNE 1, 1942

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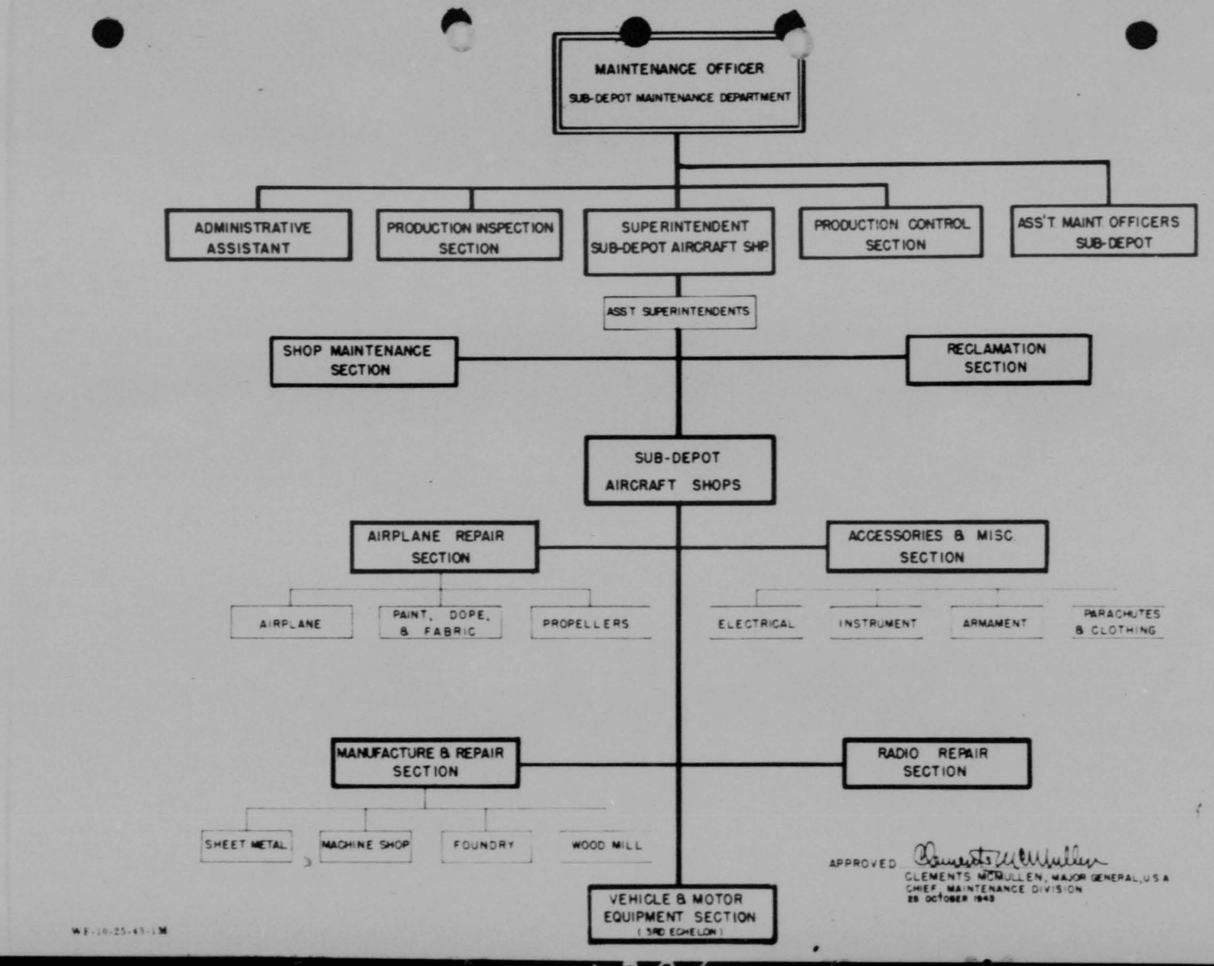

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SUMMARY OF FUNCTIONS

1. Prepares and recommends to the Assistant Chief of Air Staff, Operations, Commitments, and Requirements, requirements (T/O's, T/B's, tactics and techniques and training standards) for and the procurement of all AAF service units.

2. Establishes policies, plans, and programs for development, production, and distribution of aviation petroleum and related products.

3. Reviews and approves requirements of, establishes standards for, and directs the accomplishment of the supply process of the Army Air Forces in regard to receipt, storage, issue, stock control, maintenance, and repair of all aircraft accessories, equipment, and supplies for all AAF activities and units, including equipment and supplies procured for the AAF by the Army Service Forces.

4. Maintains liaison through the Assistant Chief of Air Staff, Operations, Commitments, and Requirements with the AAF Tactical Center on matters of supply, maintenance, and the organization, tactics, and techniques of service units.

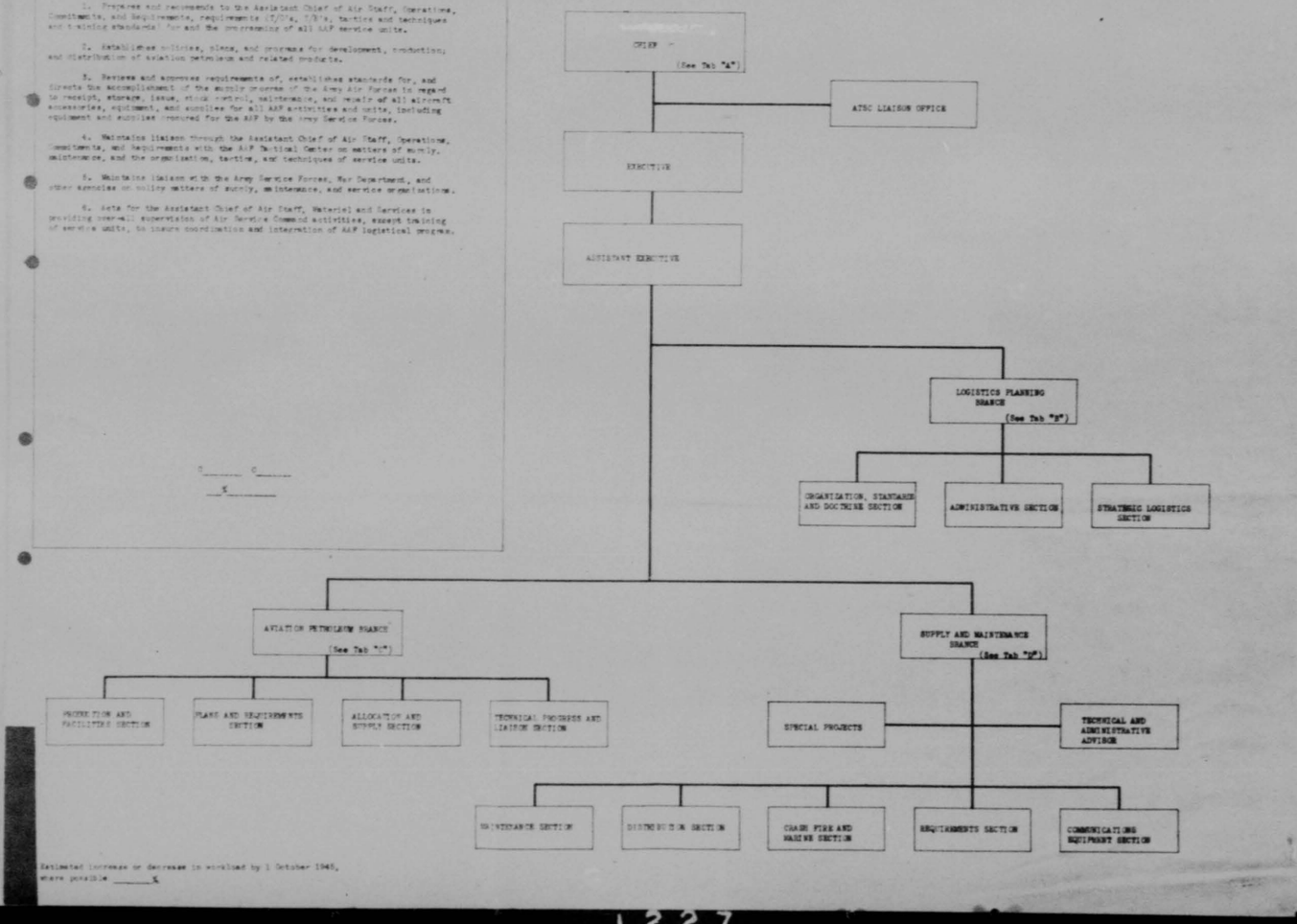
5. Maintains liaison with the Army Service Forces, War Department, and other agencies on policy matters of supply, maintenance, and service organizations.

6. Acts for the Assistant Chief of Air Staff, Materiel and Services in providing overall supervision of Air Service Command activities, except training of service units, to insure coordination and integration of AAF logistical programs.

_____ C_____

_____ K_____

AIR SERVICES DIVISION
AC/AS, M & S



Estimated increase or decrease in workload by 1 October 1945, where possible _____%

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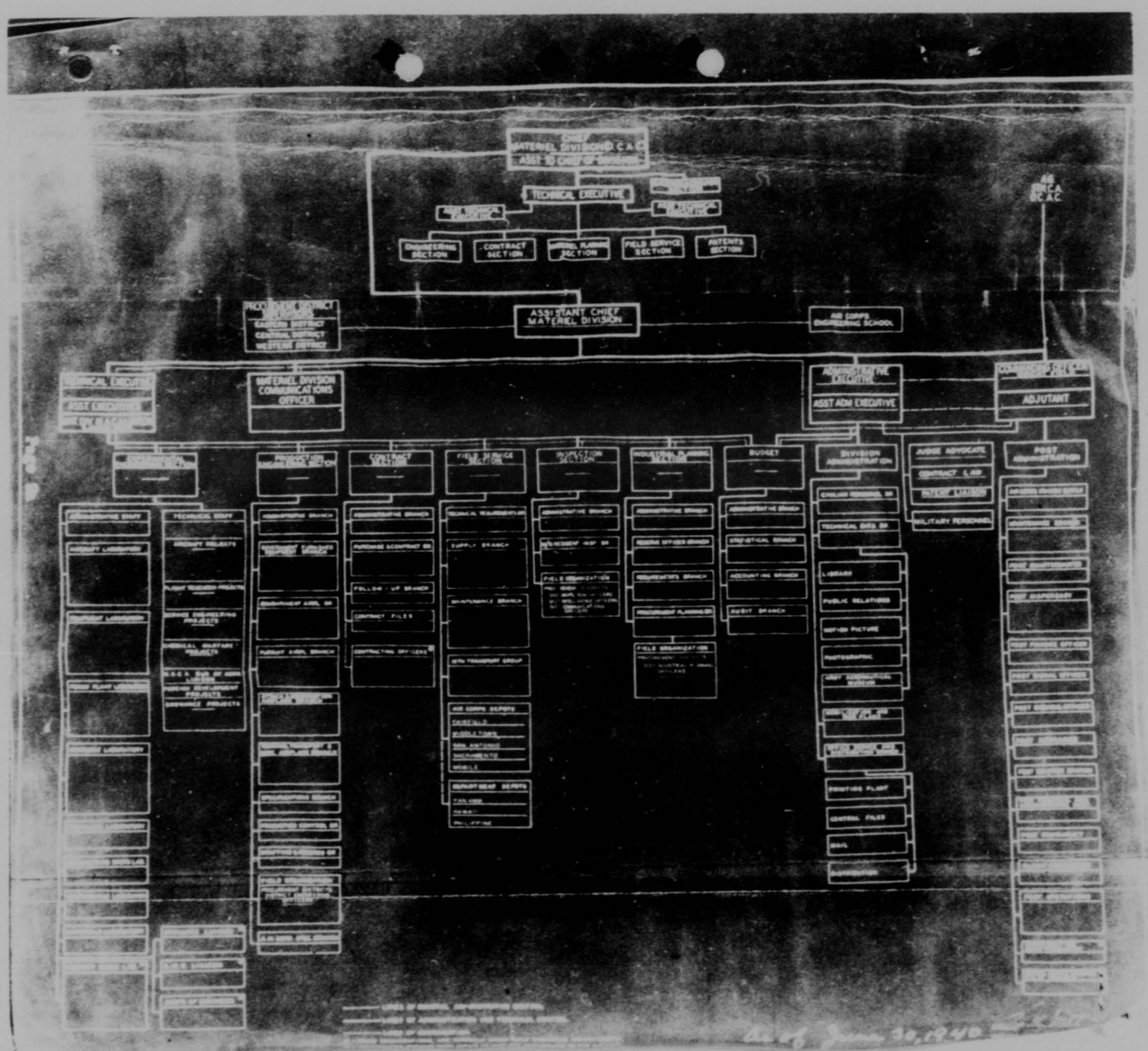

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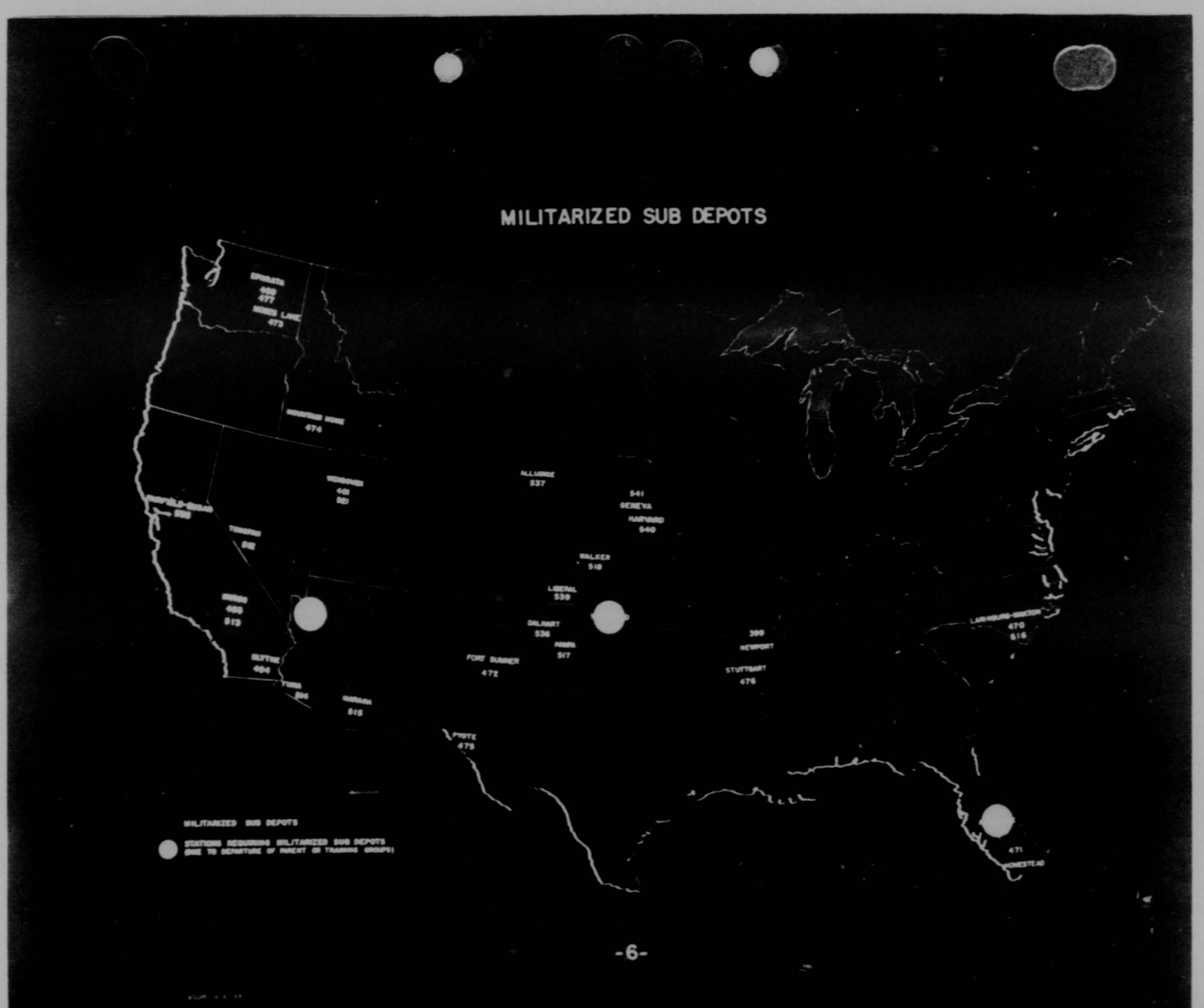

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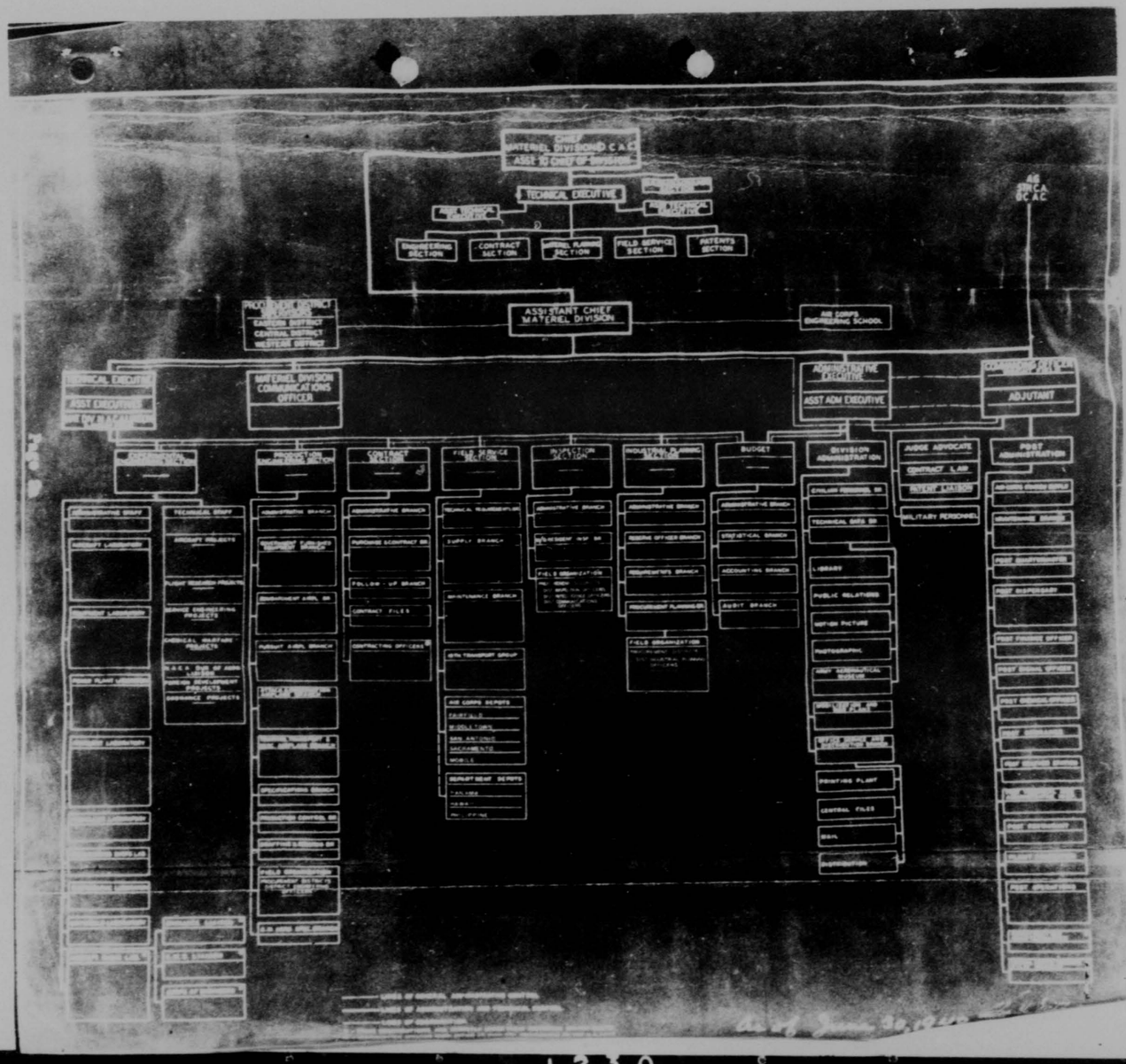

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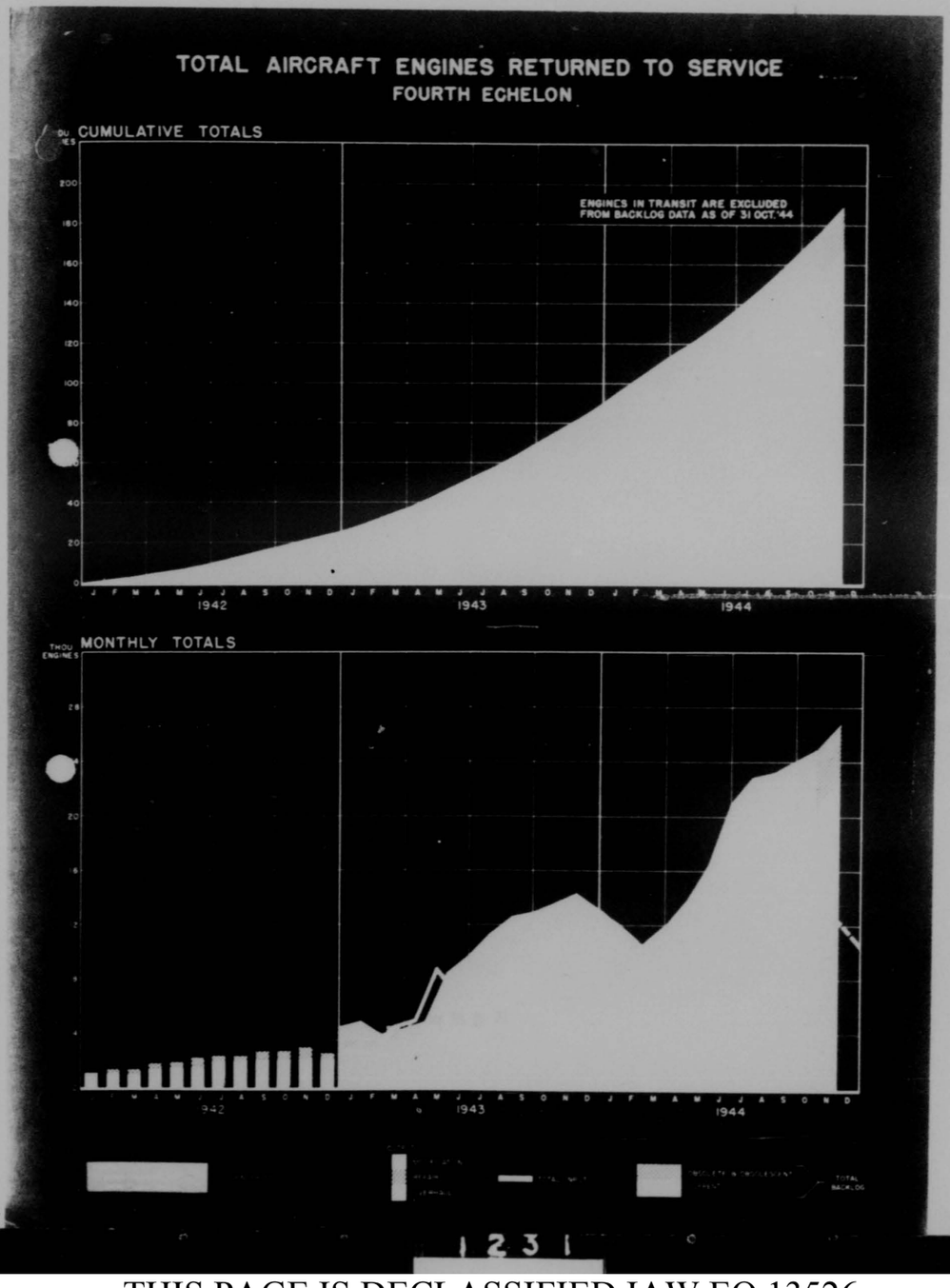

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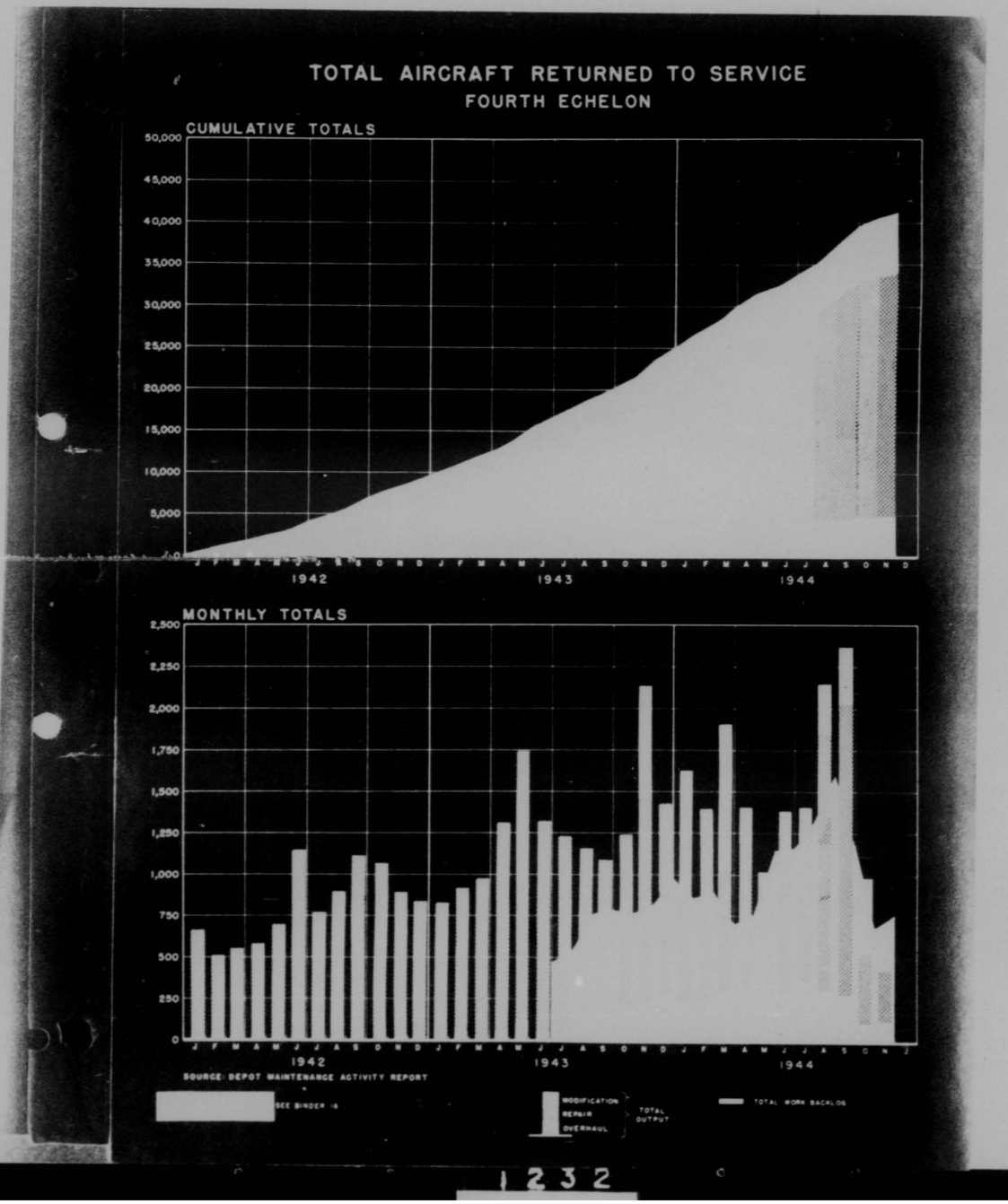

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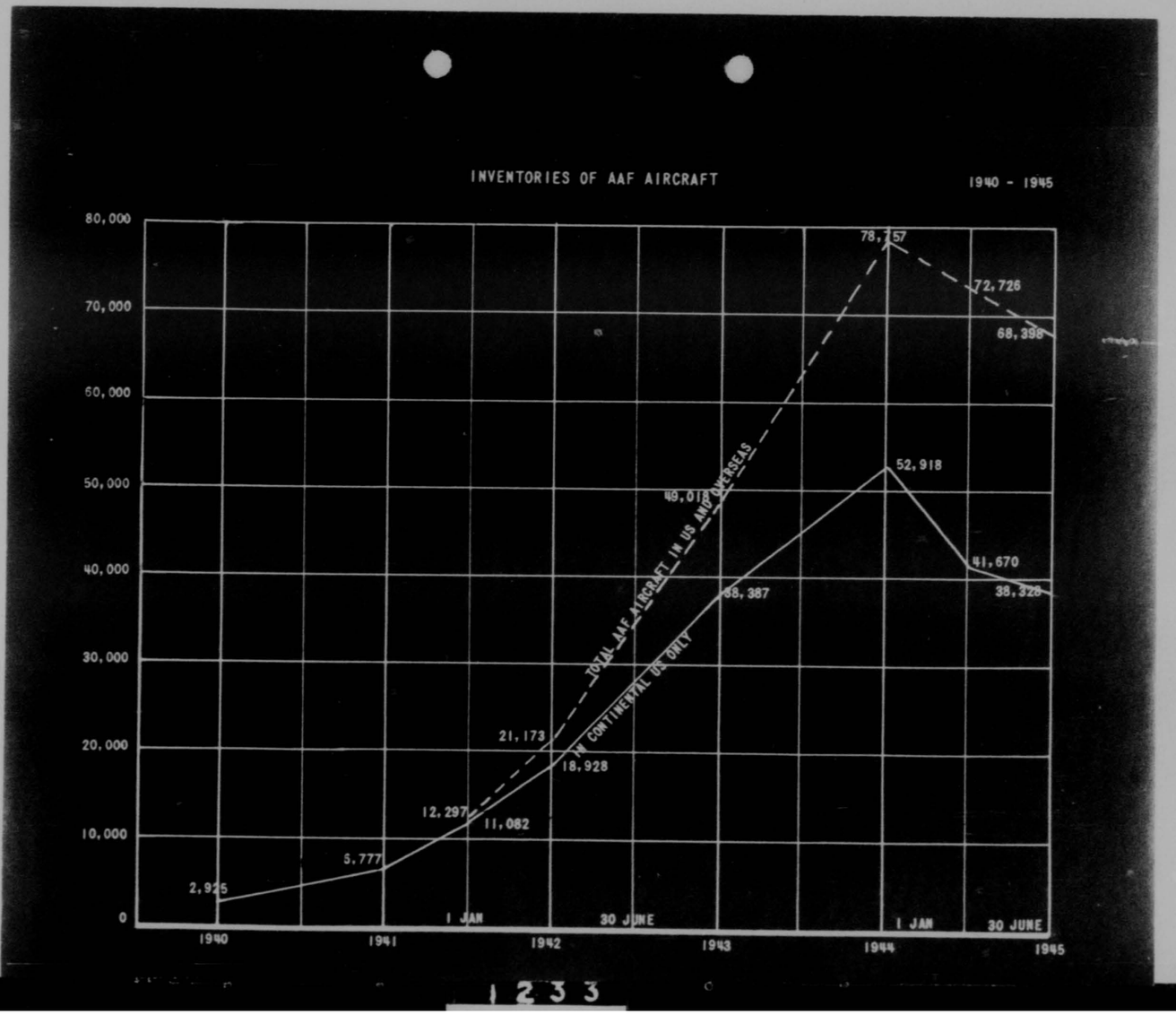

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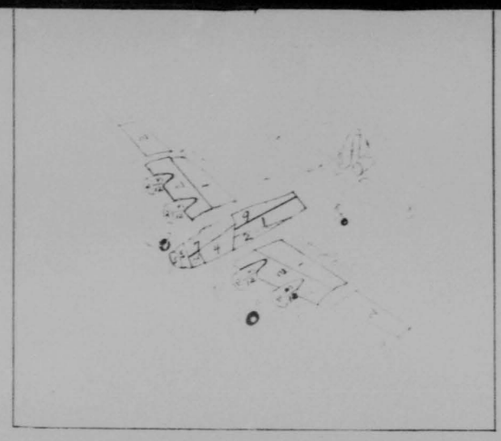

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STATION NO. 1

[redacted]

1. AIRFRAME DEPARTMENT

a. T.O. 01-1-78-170 Firewall repair

b. T.O. 01-1-1-1 Installation of static ground.

c. T.O. 01-1-783-16 Replacement of tail gunner's seat front hinge.

d. Service or repair all bearings, rods and fallproofs that are a part of No. 1, 2, 3 and 4 engine controls.

e. Check clearance between fuel line and air cooler temperature control valve lever.

f. Install cover plate over nose seat, tie down hole to prevent dirt falling through to belly of airplane.

g. Connect grease plater and route for repairs if required.

h. Complete all items in tail gunner's compartment (aft of Station 9).

i. Remove bomb door operating motor.

j. Remove wing flap motor in left inboard wing.

k. Complete all stakedown repair items applicable in areas assigned to this Station.

2. SHEET METAL DEPARTMENT

a. T.O. 01-1-78-5 Install reinforcing clips at leading edge of inner panel and 01-1-78-111A.

b. T.O. 01-1-78-13 Making access hole for landing gear equipment.

c. T.O. 01-1-78-170 Plug oil holes and provide angles and drill holes for new alternator.

d. T.O. 01-1-78-171 1st September 1943 Inspection and replacement of nacelle inner stage fitting rivets.

e. Completing all items on firewalls.

f. Complete all stakedown repair items applicable in areas assigned to this Station.

3. ELECTRICAL DEPARTMENT

a. T.O. 01-1-78-101 Replacement of Booster Coils with starting vibrators.

b. T.O. 01-1-104 Restricting the use of Westinghouse Finger Type Voltage Regulator from Tactical Aircraft.

c. T.O. 01-1-170 Removal of circuit breaker from Airplane Generator System.

d. T.O. 01-1-28 Replacement of plunger assembly in oil and primer solenoids.

e. T.O. 01-1-65 Inspection of all electrical wiring, connector plugs and junction boxes (as applicable to work being completed at Station 1).

4. RADIO DEPARTMENT

a. Remove all radio equipment.

5. INSTRUMENT DEPARTMENT

a. T.O. 01-1-2082-29 (9 May 1943) Installation of Autosyn Transmitter Covers on 1, 2, 3 and 4 engines.

b. Change lord mounts on Autosyn Instruments forward of firewall where necessary.

c. Complete all stakedown repair items applicable in areas assigned to this Station.

6. CLERICAL DEPARTMENT

a. Give special attention to weather stripping around windows.

b. Installation of plexiglas.

c. Complete all stakedown repair items applicable in areas assigned to this Station.

7. ENGINE CREW

a. Prepare firewalls on 1, 2, 3 and 4 nacelles to receive engine connection. (Refer to Engine Breakdown Book for detailed directives).

b. Remove turbo superchargers when necessary. (Refer to Engine Breakdown Book for detailed directives).

8. FABRIC DEPARTMENT

a. Replace worn or torn floor matting.

NOTE 1: Work on the above shall be performed on an overhaul basis, and all associated work and technical orders shall be completed.

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DEPOT MAINTENANCE SHOP AREA

STATUS 1 JULY 1944

COVERED DIRECT AREA · COVERED INDIRECT AREA · DIRECT PERSONNEL · TOTAL PERSONNEL

JAN 1942	JAN 1943	JAN 1944	JUL 1944
4 AIR DEPOTS	8 AIR DEPOTS	12 AIR DEPOTS	12 AIR DEPOTS
5,000,000 SQ.FT.	6,775,000 SQ.FT.	10,230,824 SQ.FT.	10,170,000 SQ.FT.
MAINTENANCE COVERED AREA	MAINTENANCE COVERED AREA	MAINTENANCE COVERED AREA	MAINTENANCE COVERED AREA

SAD
OCAD
OAD
SAAD
FAD
SBAD
MAD
MOAD
ROAD
WRAD
SPAD
MIAD

RATIO OF PERSONNEL TO AREA

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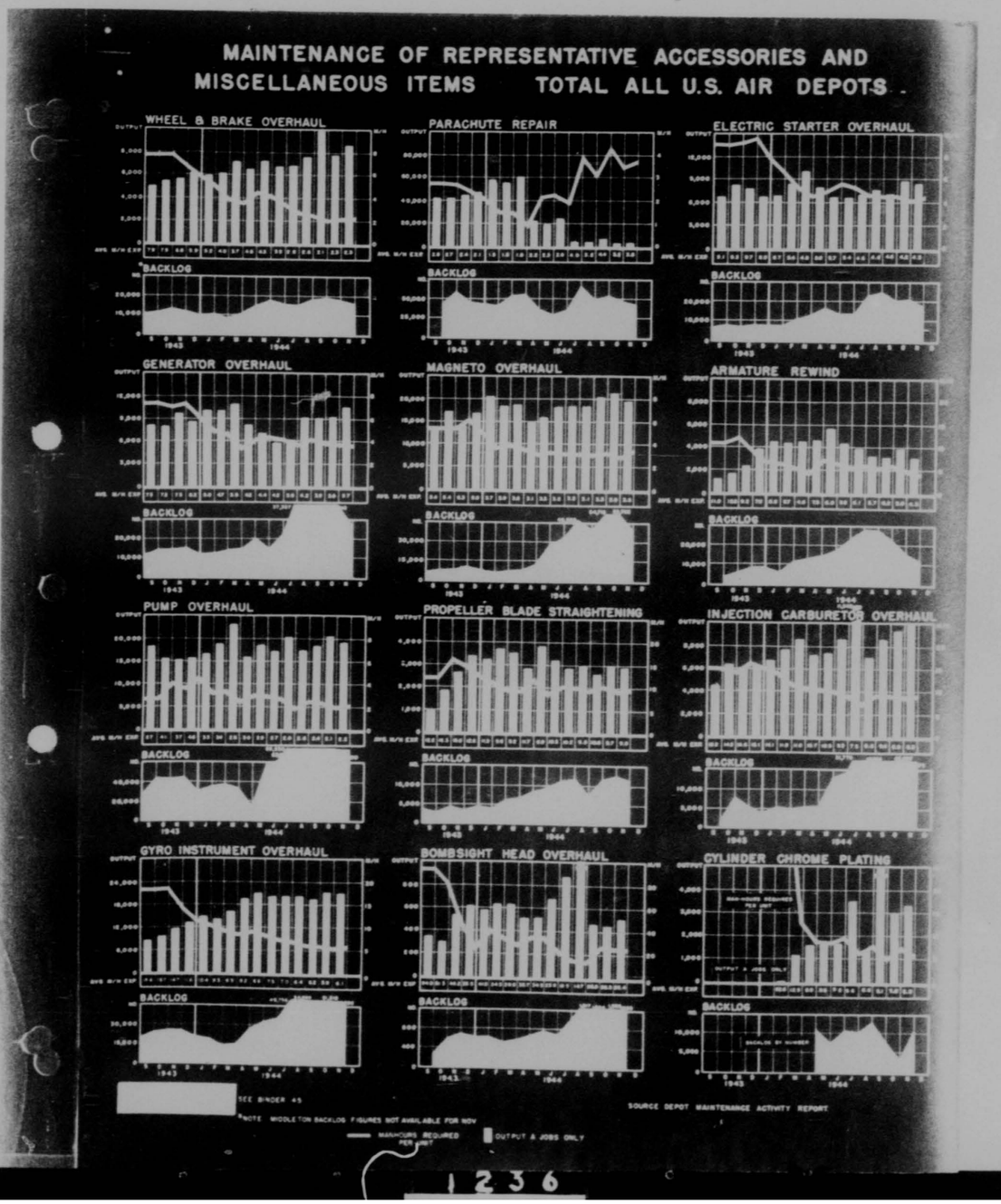

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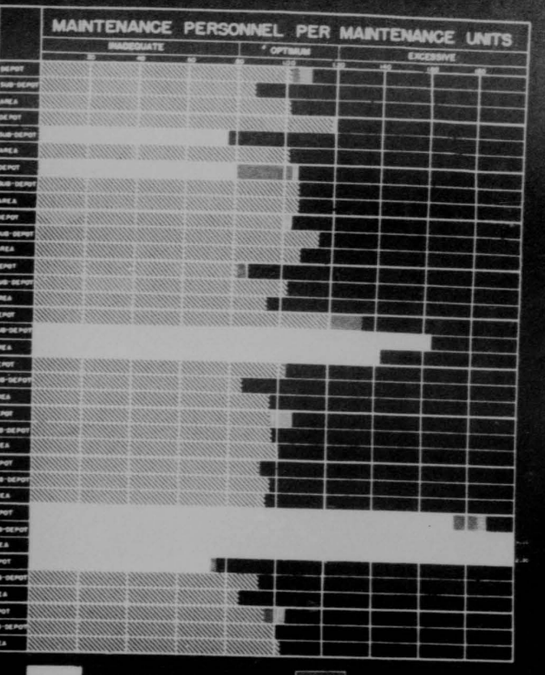
ELATION BETWEEN
MAINTENANCE PERSONNEL AND AIRCRAFT SERVED
MONTH ENDED 1 JANUARY 1944

AIR SERVICE COMMAND AREA	AVERAGE AIRPLANES IN AREA EXCLUDING	EQUIVALENT DEPOT MAINTENANCE UNITS	DEPOT MAINTENANCE PERSONNEL	EQUIVALENT SUB-DEPOT MAINTENANCE UNITS	SUB-DEPOT MAINTENANCE PERSONNEL	EQUIVALENT AREA MAINTENANCE UNITS	AREA MAINTENANCE PERSONNEL
FAD	2380	6162	6798	3550	3086	9712	9884
MAD	2558	6600	7903	4461	3398	11061	11301
MOAD	4455	7351	7763	6504	6891	13855	14654
OAD	1093	4910	5049	3205	3640	8115	8689
OCAD	5385	8805	7592	8249	8431	17054	16023
ROAD	595	3037	4049	1246	2029	4283	6078
SAD	2874	6305	6540	3894	3310	10199	9850
SAAD	8253	9134	9694	12605	12308	21739	22002
SBAD	3919	4853	4549	6683	6476	11536	11025
SPAD	328	1935	3641	552	2198	2487	5839
WRAD	3832	7857	6070	7249	6719	15106	12789
TOTAL	35672	66949	69648	58198	58486	125147	128134



	DEPOT	SUB-DEPOT
GLIDERS AND SINGLE ENGINED BASIC AND ADVANCED TRAINERS, UTILITY TRANSPORTS, OBSERVATION AND LIAISON	4	8
TWIN ENGINED ADVANCE TRAINERS AND TWIN ENGINED LIGHT TRANSPORTS	7	15
SINGLE ENGINE FIGHTERS AND BOMBERS	25	24
TWIN ENGINED MEDIUM AND HEAVY TRANSPORTS AND LIGHT BOMBERS	35	28
MEDIUM BOMBERS AND TWIN ENGINED FIGHTERS	45	32
FOUR ENGINED HEAVY TRANSPORTS	60	35
HEAVY BOMBERS	80	40

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TABLE AS-1

CONFIDENTIAL

PERCENTAGE OF AAF TACTICAL AIRPLANES OUT OF COMMISSION
(Within Continental United States)

Showing TOTAL OUT of COMMISSION and SUPPLY and MAINTENANCE RESPONSIBILITY

Data Compiled as Monthly Averages

YEAR	STATUS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1943	TOTAL TACTICAL INVENTORY	10,970	11,786	12,726	13,337	13,786	14,489	15,150	15,771	16,338	16,765	17,000	17,224
	TOTAL GROUNDED	4,750	4,921	5,242	5,434	5,586	6,089	6,568	7,077	7,438	7,688	8,000	8,000
	% of Inventory	43.3	41.8	41.2	40.7	40.5	42.0	43.4	44.9	45.5	45.9	47.0	46.4
	ASC RESPONSIBILITY for GROUNDINGS - TOTAL (a)	1,970	1,874	1,993	2,282	2,338	2,480	2,604	2,790	2,906	3,147	3,087	3,047
	% of Inventory	18.0	15.9	15.0	16.8	17.0	17.6	17.2	17.4	16.7	16.8	15.4	15.1
	Grounded for PARTS	989	940	1,043	1,030	1,047	1,082	1,071	1,151	1,210	1,299	1,358	1,358
	% of Inventory	8.5	8.0	8.1	7.7	7.5	7.6	7.1	7.3	7.0	8.6	7.1	6.5
	Grounded for MAINTENANCE	875	798	778	877	1,058	1,090	1,230	1,317	1,379	1,470	1,395	1,351
	% of Inventory	8.0	6.8	5.8	6.5	7.6	8.5	8.2	8.0	7.9	7.0	6.5	5.9
	Grounded for MODIFICATION	156	136	172	345	253	218	203	322	317	378	334	338
	% of Inventory	1.5	1.7	1.8	2.5	1.9	1.5	1.9	2.0	1.8	1.5	1.5	1.5
1944	TOTAL TACTICAL INVENTORY	22,111	22,630	23,087	23,077	23,198	24,046	24,593	24,772	24,991	24,546	24,380	24,280
	TOTAL GROUNDED	8,584	8,504	8,897	8,844	9,383	10,436	10,967	11,347	10,226	10,179	9,710	9,724
	% of Inventory	38.4	37.7	38.4	38.4	40.3	43.4	44.7	45.8	40.9	41.5	40.1	40.4
	ASC RESPONSIBILITY for GROUNDINGS - TOTAL (a)	#1,750	1,696	1,404	1,338	1,347	1,343	1,346	1,371	1,586	1,838	1,707	1,765
	% of Inventory	7.9	7.5	6.1	5.8	5.8	5.6	5.5	5.5	6.3	7.5	7.0	7.3
	Grounded for PARTS	1,127	1,038	906	866	858	799	770	808	1,011	1,070	1,022	1,140
	% of Inventory	5.1	4.9	3.9	3.8	3.6	3.3	3.1	3.3	4.0	4.3	4.2	4.7
	Grounded for MAINTENANCE	#456	465	425	428	397	549	501	508	494	548	559	513
	% of Inventory	#2.1	2.0	1.9	1.8	1.6	2.3	2.1	2.1	2.0	2.2	2.3	2.1
	Grounded for MODIFICATION	159	95	75	44	36	39	76	53	81	234	76	70
	% of Inventory	0.7	0.4	0.3	0.2	0.2	0.2	0.3	0.2	0.3	1.0	0.3	0.3
1945	TOTAL TACTICAL INVENTORY	24,758	24,774	25,858	25,149	22,586	24,283						
	TOTAL AOC	9,894	9,922	10,082	9,818	9,724	10,102						
	% of Inventory	40.4	40.4	40.0	40.1	43.4	41.6						
	AOC RESPONSIBILITY for AOC - TOTAL (a)	1,694	1,706	1,654	1,779	1,789	1,851						
	% of Inventory	6.9	7.0	6.9	7.1	7.8	7.6						
	AOC for PARTS	988	894	939	896	834	878						
	% of Inventory	4.0	4.1	3.9	3.6	3.4	3.6						
	AOC for MAINTENANCE	618	977	584	606	716	867						
	% of Inventory	2.5	2.4	2.4	2.6	3.1	3.5						
	AOC for MODIFICATION	89	135	151	277	139	131						
	% of Inventory	0.4	0.5	0.6	1.1	0.6	0.5						

SOURCE: SU-A-155-1 Quarter Monthly Digest of Tactical Aircraft Status.

NOTES: (a) Does not include planes crated or grounded for other reasons.
(b) Planes grounded for both parts and maintenance transferred from AOM to AAF by new AAF Regulation No. 15-110.
(c) Sub-depots transferred to other commands.
(d) Percentages now based on total plane days on hand instead total aircraft on hand. Aircraft grounded now redefined as aircraft out of commission under AAF Regulation No. 15-110, dated 1 August 1944.

Statistical Control Office, Management Control
Headquarters, Air Technical Service Command

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TABLE AS-1
T-12834
Revised 14 Jul 1945

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T. AS-2

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PERCENTAGE OF AAF TRAINER AIRPLANES OUT OF COMMISSION

(Within Continental United States)

Showing TOTAL OUT of COMMISSION and SUPPLY and MAINTENANCE RESPONSIBILITY

Data Compiled as Monthly Averages

Year	STATUS	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1943	TOTAL TRAINER INVENTORY	17,270	18,333	19,273	19,761	20,340	21,302	22,144	22,658	23,430	24,324	25,252	25,772
	TOTAL GROUNDED	2,396	2,911	2,767	2,787	2,968	3,428	3,716	3,698	3,947	3,985	4,502	4,141
	% of Inventory	13.9	15.9	14.4	14.6	14.6	16.1	16.8	16.3	16.8	16.3	17.8	16.1
	ASC RESPONSIBILITY for GROUNDINGS - TOTAL (a)	1,175	1,645	1,553	1,539	1,538	1,796	1,793	1,923	1,743	1,718	1,876	1,681
	% of Inventory	6.8	9.0	8.1	7.8	7.6	8.4	8.1	8.5	7.4	7.0	7.4	6.4
	Grounded for PARTS	745	966	862	854	947	894	898	987	b 1,050	1,018	1,072	826
	% of Inventory	4.3	5.3	4.5	4.3	4.7	4.2	4.1	4.4	b 4.5	4.2	4.2	3.2
	Grounded for MAINTENANCE	397	635	627	665	567	891	871	858	b 693	659	753	778
	% of Inventory	2.3	3.5	3.3	3.4	2.8	4.2	3.9	3.8	b 2.8	2.7	3.0	3.0
	Grounded for MODIFICATION	33	46	64	20	24	11	26	78	0	41	51	41
	% of Inventory	0.2	0.2	0.3	0.1	0.1	(d)	0.1	0.3	0.0	0.1	0.2	0.2
1944	TOTAL TRAINER INVENTORY	26,086	26,578	26,997	27,333	27,579	27,691	27,488	26,734	(c) 23,196	20,006	17,612	16,671
	TOTAL GROUNDED	4,163	4,025	4,219	5,086	5,571	6,552	8,026	7,672	4,004	3,651	2,894	2,736
	% of Inventory	16.0	15.1	15.6	18.6	20.2	23.7	29.2	28.7	17.3	18.2	16.4	16.4
	ASC RESPONSIBILITY for GROUNDINGS - TOTAL (a)	a 1,115	897	722	488	472	432	435	516	439	408	381	364
	% of Inventory	a 4.3	3.4	2.7	1.8	1.7	1.5	1.6	1.9	1.9	2.0	2.1	2.2
	Grounded for PARTS	724	535	400	295	295	253	256	254	249	261	268	295
	% of Inventory	2.8	2.0	1.5	1.1	1.1	0.9	0.9	0.9	1.1	1.3	1.5	1.8
	Grounded for MAINTENANCE	(a) 370	357	322	192	170	175	177	258	185	141	112	68
	% of Inventory	(a) 1.4	1.4	1.2	0.7	0.6	0.6	0.7	1.0	0.8	0.7	0.6	0.4
	Grounded for MODIFICATION	21	5	(d)	1	7	3	2	4	5	5	(d)	1
	% of Inventory	0.1	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)
1945	TOTAL TRAINER INVENTORY	15,808	14,500	14,041	13,396	12,086							
	TOTAL AOC	2,609	3,038	3,513	3,288	3,368							
	% of Inventory	16.5	21.0	25.0	24.5	27.9							
	ASC RESPONSIBILITY for AOC - TOTAL (a)	391	332	578	295	307							
	% of Inventory	2.4	2.6	4.1	2.2	2.5							
	AOC for PARTS	237	210	217	259	268							
	% of Inventory	1.5	1.4	1.5	1.9	2.2							
	AOC for MAINTENANCE	150	332	360	38	38							
	% of Inventory	0.9	2.2	2.6	0.3	0.3							
	AOC for MODIFICATION	4	30	1	8	-							
	% of Inventory	(d)	(d)	(d)	(d)	-							

SOURCE: SU-A-155-2 Semi-Monthly Digest of Trainer Aircraft Status.

NOTES: (a) Does not include planes crated or grounded for other reasons.

(b) Planes grounded for both parts and maintenance transferred from AGM to ACF by new AAF Regulation No. 15-110.

(c) Sub-depots transferred to other commands.

(d) Less than 1 or 0.1%.

(e) Percentages now based on total plane days on hand instead total aircraft on hand. Aircraft grounded now redefined as aircraft out of commission under AAF Reg: No. 15-110, dated 1 Aug 44.

Statistical Control Office, Management Control
Headquarters, Air Technical Service Command

TABLE AS-2
Revised 13 Jun 1945

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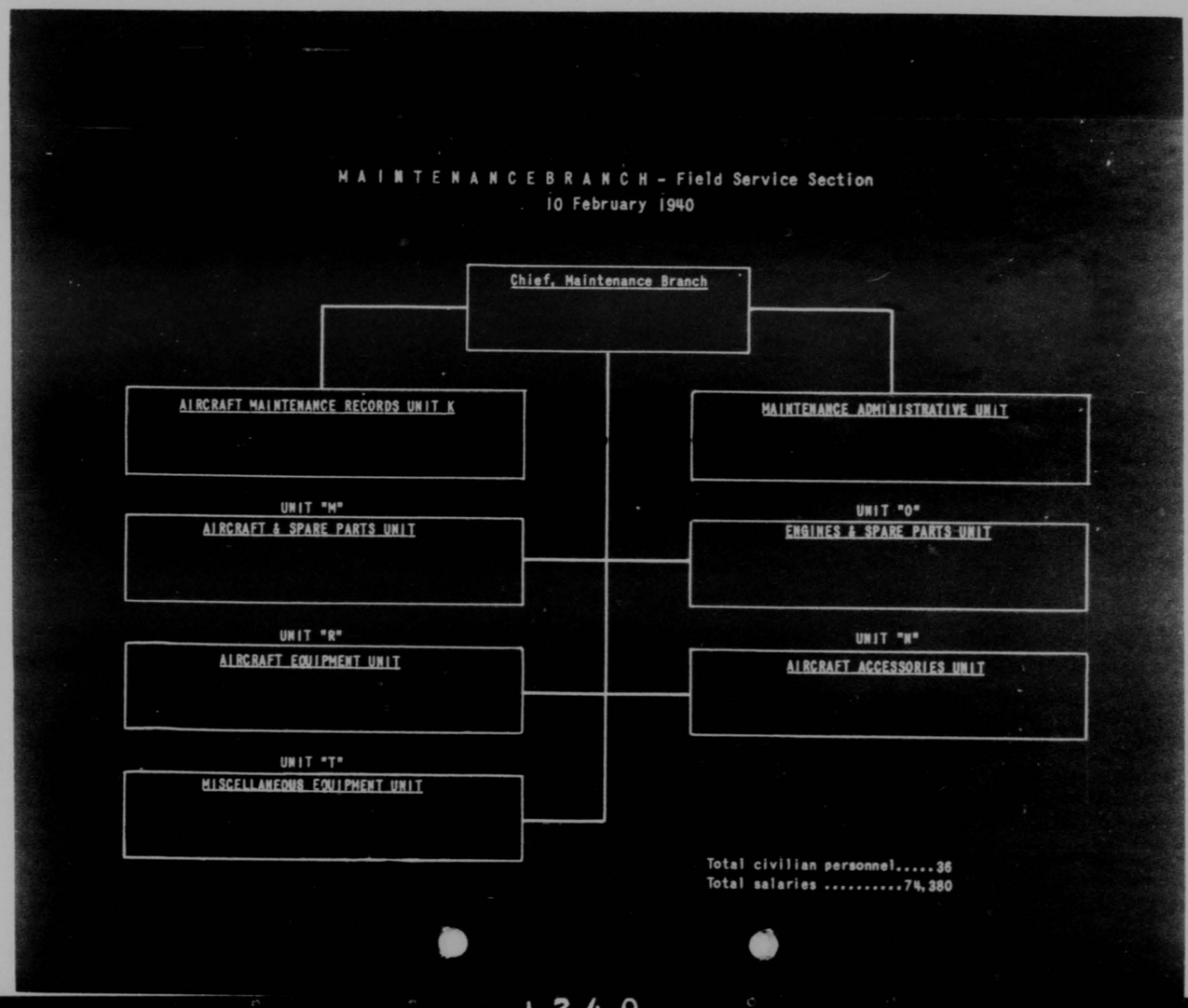

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MAINTENANCE DIVISION-AIR SERVICE COMMAND

ORGANIZATION CHART

CHIEF
MAINTENANCE DIVISION
Brig. Gen. CLEMENTS [illegible] (1)

ASSISTANT CHIEF
MAINTENANCE DIVISION
Col. J. T. [illegible] (1)

EXECUTIVE OFFICER (1g)
Col. S. L. FERRARCO - Chief

PERSONNEL
Military
Civilian
ADMINISTRATIVE POLICIES
MAIL & DISTR. CENTER
RECORDS
Correspondence
Files
Publication Files

CHIEF AIRCRAFT MAINTENANCE

CHIEF EQUIPMENT MAINTENANCE

CHIEF MAINTENANCE C[illegible]

AIRCRAFT SECTION (1A)
Lt. Col. J. E. BEUCK - Chief

ADMINISTRATIVE BRANCH (1A1)
Section Administration,
Personnel
Records & Follow-up
Mail & Distribution

APT BRANCH (1A2)
Technical Data Unit
Single-Engine Combat Unit
Single-Engine Trainer & Target Unit
Multi-Engine Combat Unit
Multi-Engine Trainer & Cargo Unit
Liaison & Observation Unit
Gliders Unit
Depot Depts Unit
Modification Unit
Standardization Unit

AIRCRAFT MOVEMENT & RECORDS BRANCH (1A3)
Aircraft Distribution Unit
Aircraft Projects Unit
Heavy Bombers Unit
Light Attack Bombers Unit
Fighters Unit
Assignments Unit
Shipping Instructions Unit
Glider & Target Aircraft Unit
Transports Unit
Liaison & Observation Unit
Trainers Unit
Records & Files Unit

ENGINE SECTION (1B)
Lt. Col. DON COUPLAND - Chief

ADMINISTRATIVE BRANCH (1B1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

ALLISON ENGINE BRANCH (1B2)
U.S. & Accident Analysis Unit
Technical Orders Unit
Field Contact Service Unit
Service Condition Analysis Unit
Tool Requirements Unit
Maint. Test Equipment Unit
Overhaul Procedure Control Unit

PACKARD ENGINE BRANCH (1B3)
Same as 1B2

WRIGHT ENGINE BRANCH (1B4)
Same as 1B2

PRATT & WHITNEY ENGINE BRANCH (1B5)
Same as 1B2

TRAINER ENGINE BRANCH (1B6)
Same as 1B2

IGNITION BRANCH (1B8)
Same as 1B2

CARBURETION BRANCH (1B9)
Same as 1B2

MOVEMENT & RECORDS BRANCH (1B10)
Motor Engine Records Unit
Installation Records Unit
Contract Deliveries Unit
Allocation Unit
Class 26 Liaison Unit
Change Orders Unit

INSPECTION & RECORDS BRANCH (1B11)
Inspection Reports Unit
Control Section Liaison Unit
Projects Unit

ACCESSORIES SECTION (1C)
Col. C. B. STONE, III - Chief

ADMINISTRATIVE BRANCH (1C1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

AIRCRAFT ACCESSORIES BRANCH (1C2)
Electrical Systems Unit
Hydraulic Systems Unit
Oxygen Systems Unit
Rubber Accessories Unit
(De-icer boots, hose fittings, and mountings)
Link Trainer Unit
Flight & Navigation Instruments Unit

ENGINE ACCESSORIES BRANCH (1C3)
Fuel Systems Unit
Propellers Unit
Cooling Systems Unit
Superchargers Unit
Exhaust Systems Unit
Engine Instruments Unit

ASSOCIATED EQUIP. SECTION (1Q)
Col. P. K. SHANAHAN - Chief

ADMINISTRATIVE BRANCH (1Q1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

ARMAMENT BRANCH (1Q2)
Bombing Equipment Unit
Gunnery Equipment Unit
Training Equipment Unit
Turret Equipment Unit
Central Station Fire Control Unit

PHOTOGRAPHIC BRANCH (1Q3)
Technical Service Unit
Aerial Equipment Unit
Ground Equipment Unit
Motion Picture Equipment Unit

ENGINEERING SERVICE BRANCH(1Q4)
Armament Liaison Unit
Maintenance Tools Unit
Photographic Liaison Unit

[illegible] EQUIP. SECTION (1X)
[illegible] - Chief

ADMINISTRATIVE BRANCH (1X1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

DEVELOPMENT BRANCH (1X2)
Engineering Unit
Evaluation Unit
Design Unit

SPECIAL & COMMERCIAL TOOL BRANCH (1X3)
[illegible]
[illegible]
[illegible]
[illegible]

[illegible] BRANCH (1X4)
[illegible]

[illegible] BRANCH (1X7)
[illegible]

MAINT. ENGR. CONTROL SECTION (1E)
Col. [illegible] - Chief

ADMINISTRATIVE BRANCH (1E1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

PLANS & SPECIAL PROJECTS BRANCH (1E2)
Planning Unit
Special Projects Unit

DEPOT OPERATIONS BRANCH (1E3)
Depot & Subdepot Unit
Engineering Unit
Civil Contracts Unit

SYSTEMS CONTROL BRANCH (1E4)
Systems Development Unit
Systems Instruction Unit

STATISTICS, RECORDS AND REPORTS BRANCH (1E5)
Statistics & Records Unit
Reports Unit

TECHNICAL DATA SECT[illegible]
Col. [illegible] - [illegible]

ADMINISTRATIVE BRANCH (1M1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

PLANS & SPECIAL PROJECTS BRANCH (1M2)
Planning Unit
Special Projects Unit

DEPOT OPERATIONS BRANCH (1M3)
Depot & Subdepot Unit
Engineering Unit
Civil Contracts Unit

SYSTEMS CONTROL BRANCH (1M4)
Systems Development Unit
Systems Instruction Unit

STATISTICS, RECORDS AND REPORTS BRANCH (1M5)
Statistics & Records Unit
Reports Unit

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MAINTENANCE DIVISION-AIR SERVICE COMMAND

ORGANIZATION CHART

CHIEF
MAINTENANCE DIVISION
Brig. Gen. CLEMENTS McMULLEN (1)

ASSISTANT CHIEF
MAINTENANCE DIVISION
Col. J. T. MORRIS (1)

EXECUTIVE OFFICER (1Z)
Col. S. L. FRANASCO - Chief

PERSONNEL
Military
Civilian
ADMINISTRATIVE POLICIES
MAIL & DISTR. CENTER
RECORDS
Correspondence
Files
Publication Files

CHIEF EQUIPMENT MAINTENANCE

CHIEF MAINTENANCE CONTROL

ACCESSORIES SECTION (1C)
Col. C. B. STORY, III - Chief

ADMINISTRATIVE BRANCH (1C1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

AIRCRAFT ACCESSORIES BRANCH (1C2)
Electrical Systems Unit
Hydraulic Systems Unit
Oxygen Systems Unit
Rubber Accessories Unit
(De-icer boots, hose fittings, and mountings)
Link Trainer Unit
Flight & Navigation Instruments Unit

ENGINE ACCESSORIES BRANCH (1C3)
Fuel Systems Unit
Propellers Unit
Cooling Systems Unit
Superchargers Unit
Exhaust Systems Unit
Engine Instruments Unit

ASSOCIATED EQUIP. SECTION (1Q)
Col. P. R. SHANAHAN - Chief

ADMINISTRATIVE BRANCH (1Q1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

ASSEMBLY BRANCH (1Q2)
Bombing Equipment Unit
Gunnery Equipment Unit
Towing Equipment Unit
Turret Equipment Unit
Central Station Fire Control Unit

PHOTOGRAPHIC BRANCH (1Q3)
Technical Service Unit
Aerial Equipment Unit
Ground Equipment Unit
Motion Picture Equipment Unit

ENGINEERING SERVICE BRANCH(1Q4)
Armament Liaison Unit
Maintenance Tools Unit
Photographic Liaison Unit

MAINT. ENGR. CONTROL SECTION (1M)

ADMINISTRATIVE BRANCH (1M1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

PLANS & SPECIAL PROJECTS BRANCH (1M2)
Planning Unit
Special Projects Unit

DEPOT OPERATIONS BRANCH (1M3)
Depot & subdepot Unit
Engineering Unit
Civil Contracts Unit

SYSTEMS CONTROL BRANCH (1M4)
Systems Development Unit
Systems Instruction Unit

STATISTICS, RECORDS AND REPORTS BRANCH (1M5)
Statistics & Records Unit
Reports Unit

TECHNICAL DATA SECTION (1T)

TECHNICAL EXECUTIVE BRANCH (1T0)
Production Control
Technical Inspection
Special Projects & Reports
Budget Control
Liaison with Material Center & ASC Representatives

ADMINISTRATIVE EXECUTIVE BRANCH (1T1)
First Aid
Personnel
Office Management
Mail & Distribution
Maintenance Utilities & Supplies
Office Appliance Repair

DIRECTIVES BRANCH (1T2)
Special Projects Group
Regulations Group
Tech. Order Compliance Parts Cr.
Nomenclature Classification and Catalog Group

HANDBOOK BRANCH (1T3)
Airplane Group
Engine Group
Accessories Group
Radio Facilities Group
Translation Group
Equipment Group
Interchangeable List Group
Training Aids Group

REPRODUCTION BRANCH (1T4)
Drawing Production Group
Photo Production Group
Printing Procurement Group
Composition & Illustration Group
Class 3D Procurement Group

DISTRIBUTION BRANCH (1T7)
Requisition Group
Warehouse Group

OVERSEAS MAINT. SECTION (1O)
Lt. Col. E. J. [illegible] - Chief

ADMINISTRATIVE BRANCH (1O1)
Section Administration
Personnel
Records & Follow-up
Mail & Distribution

PACIFIC BRANCH (1O2)
5th Air Force Unit
7th Air Force Unit
13th Air Force Unit
ATC Unit

CARIBBEAN BRANCH (1O3)
6th Air Force Unit
ATC Unit

NORTH-ATLANTIC-EUROPEAN BRANCH (1O4)
8th Air Force Unit
12th Air Force Unit
ATC Unit

MIDDLE EAST BRANCH (1O5)
9th Air Force Unit
10th Air Force Unit
ATC Unit

ALASKAN-SIBERIAN BRANCH (1O6)
11th Air Force Unit
ATC Unit

OVERSEAS MAINTENANCE PERSONNEL BRANCH (1O7)

APPROVED: [signature] 1-2-43
CHIEF A-F DIVISION

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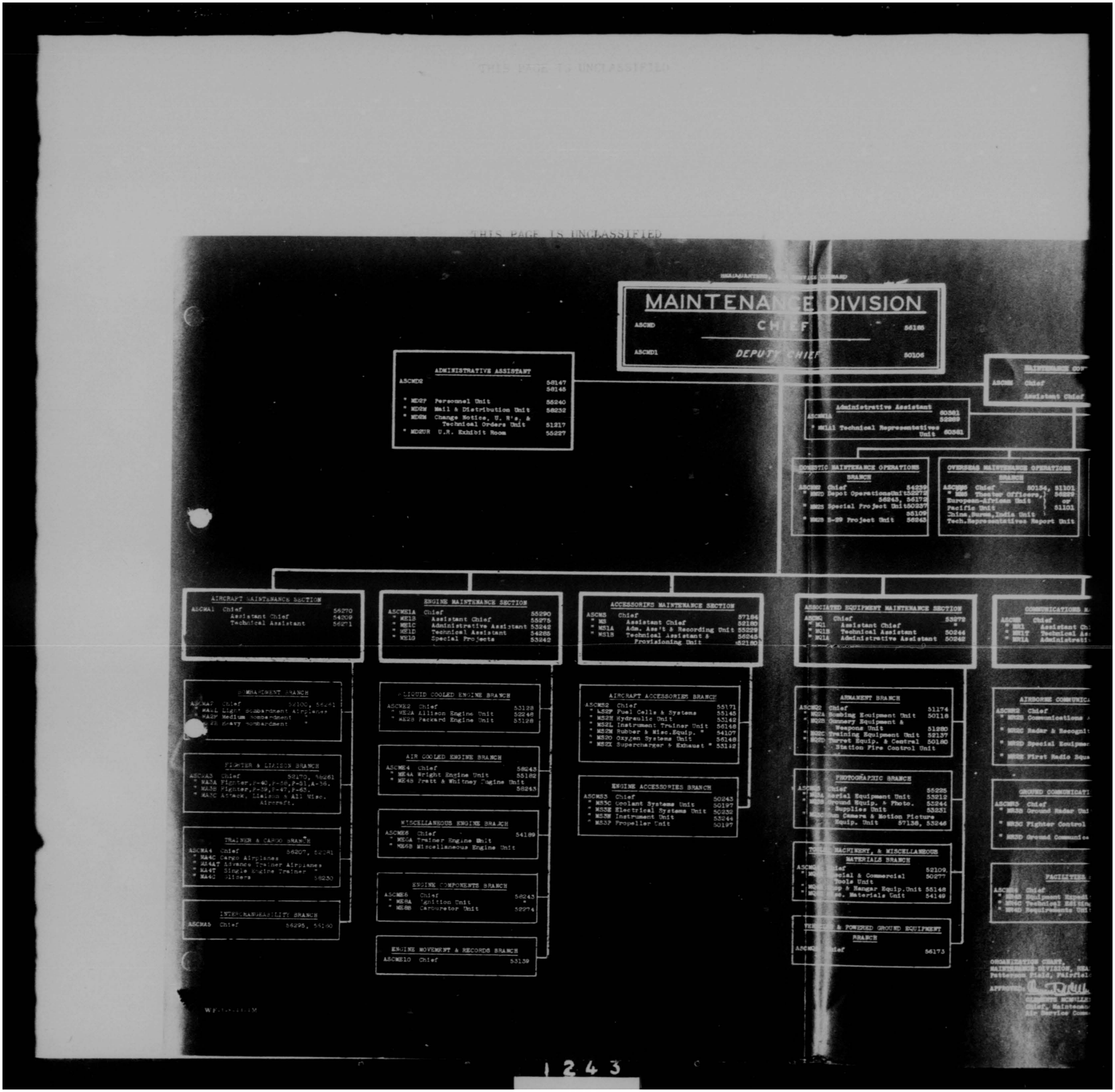

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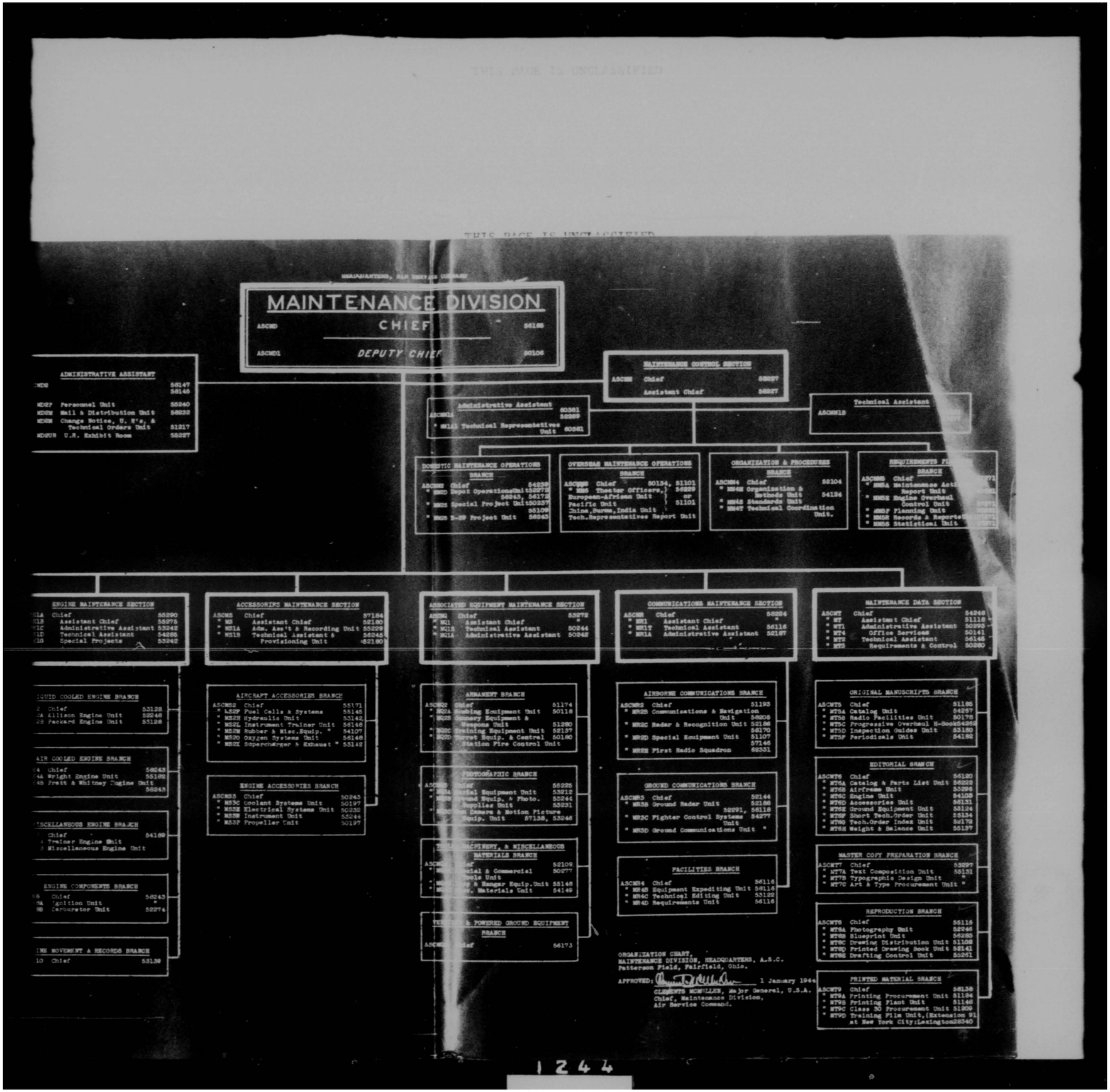

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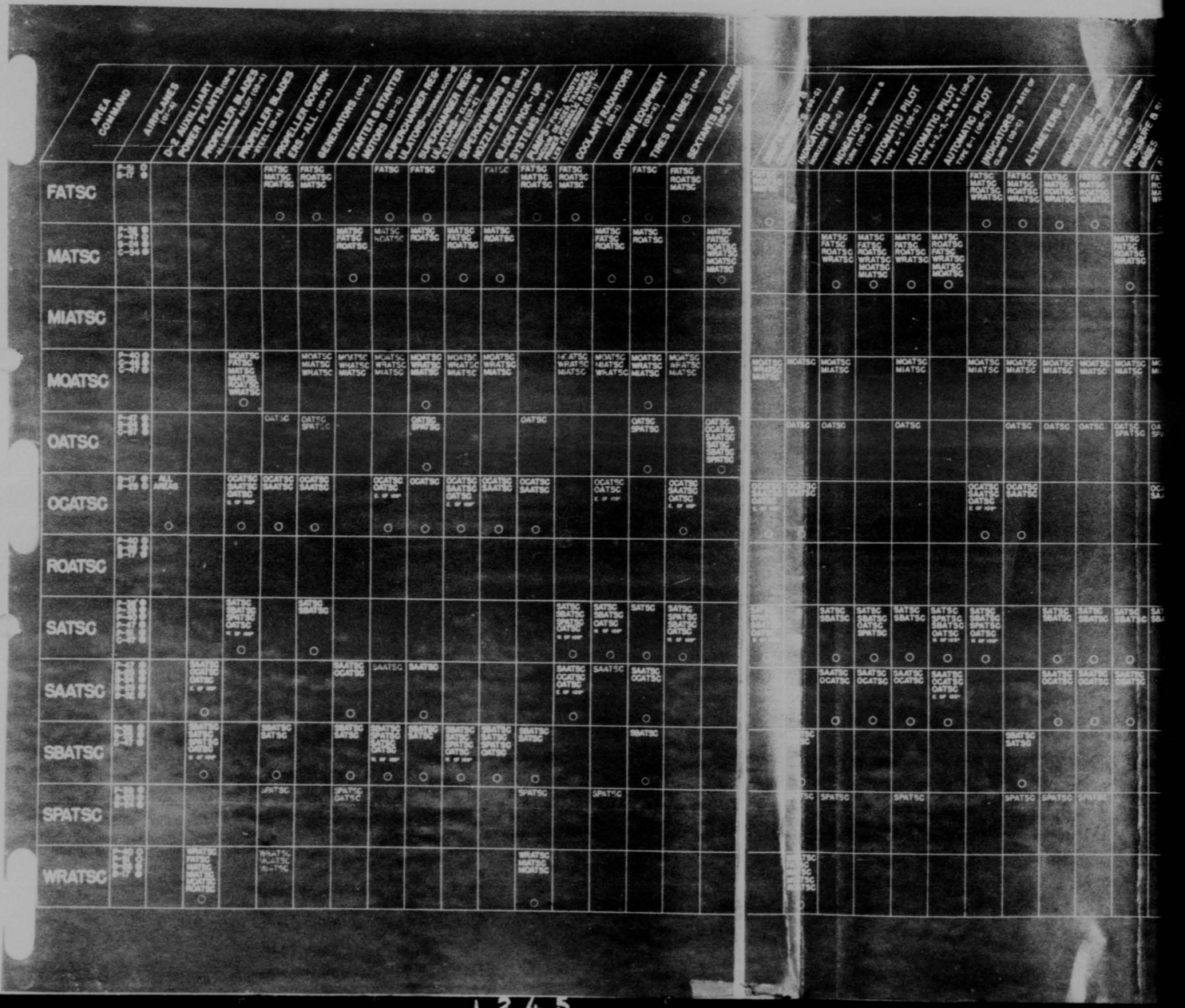

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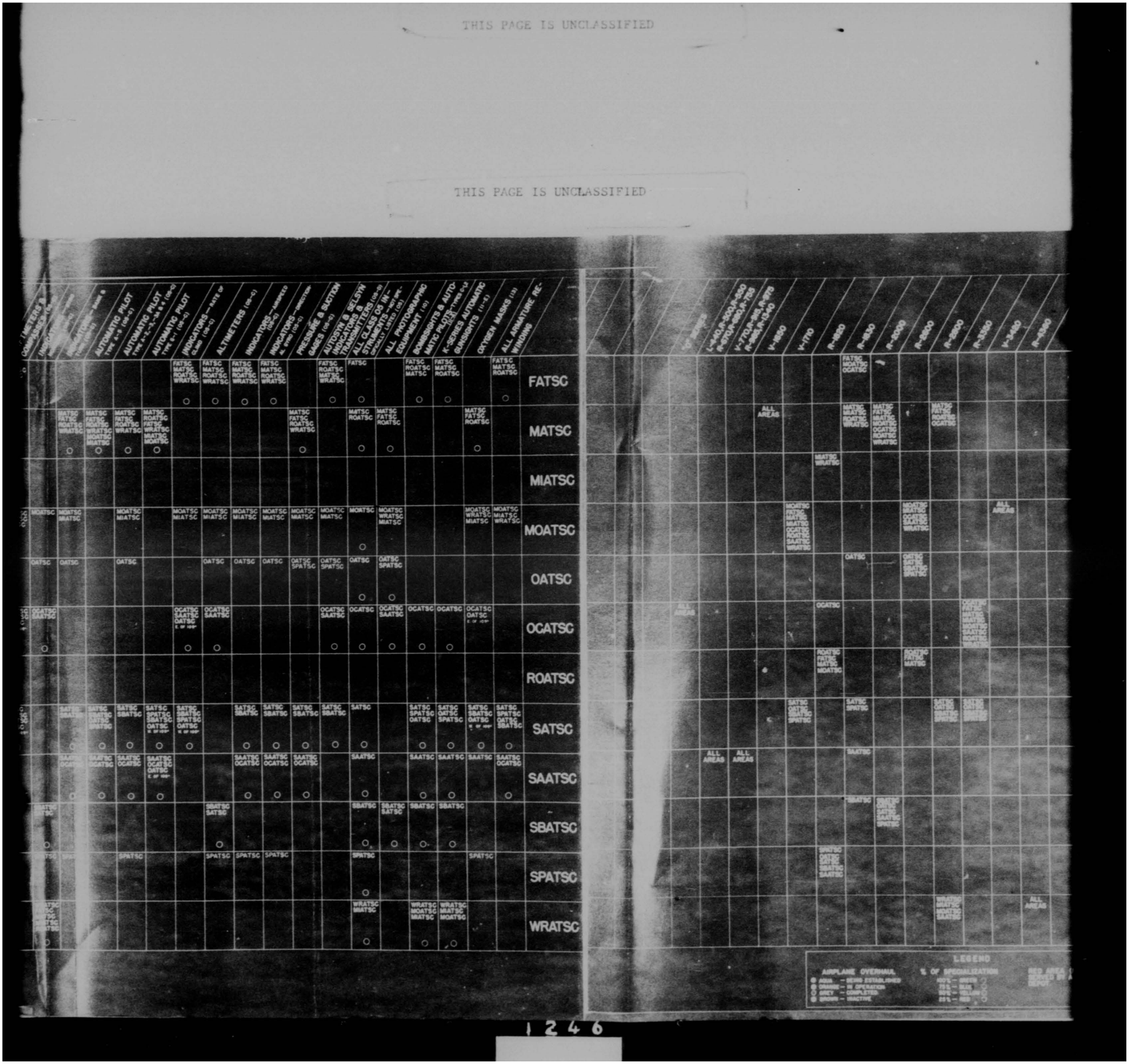

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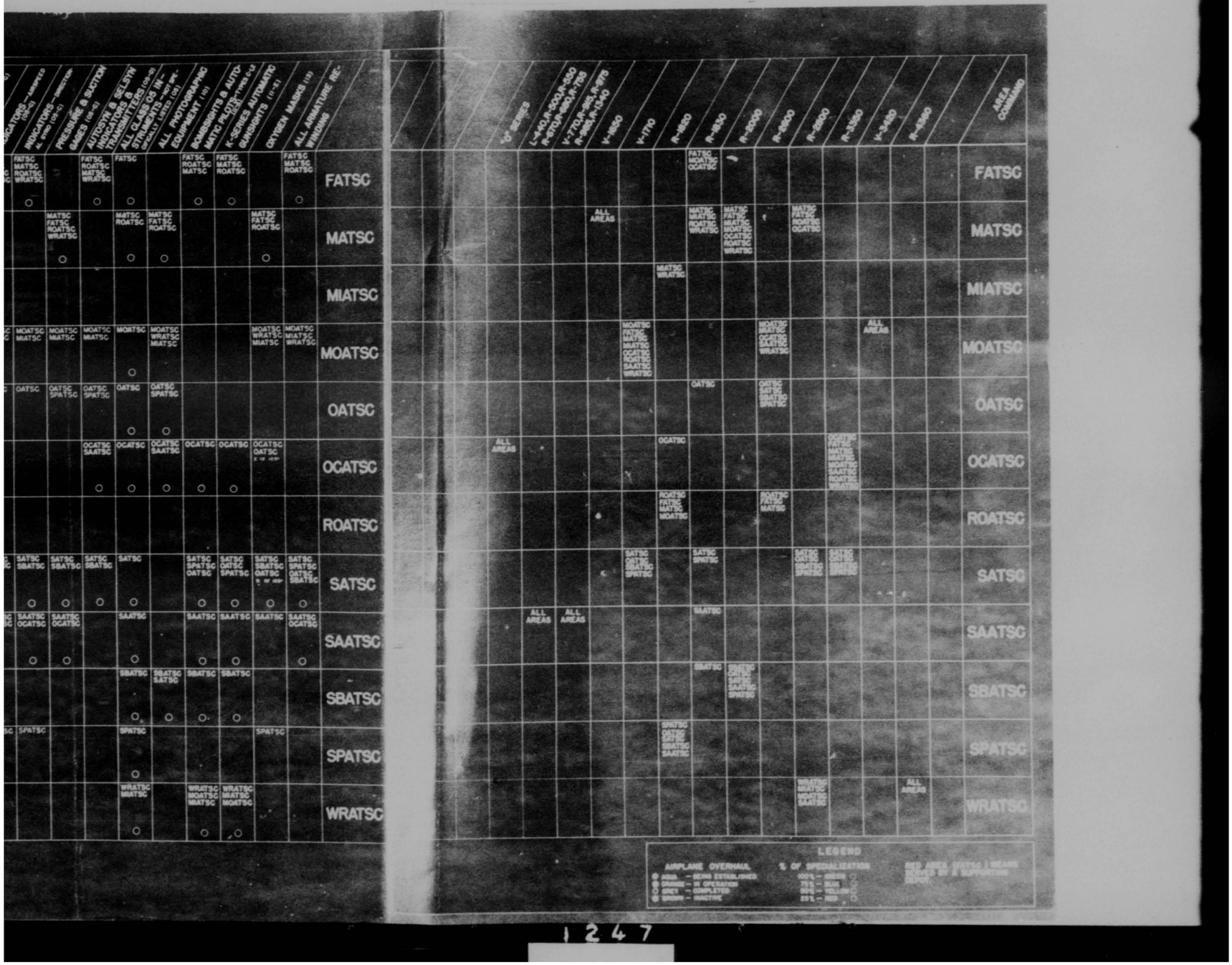

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Maxwell AFB, Alabama

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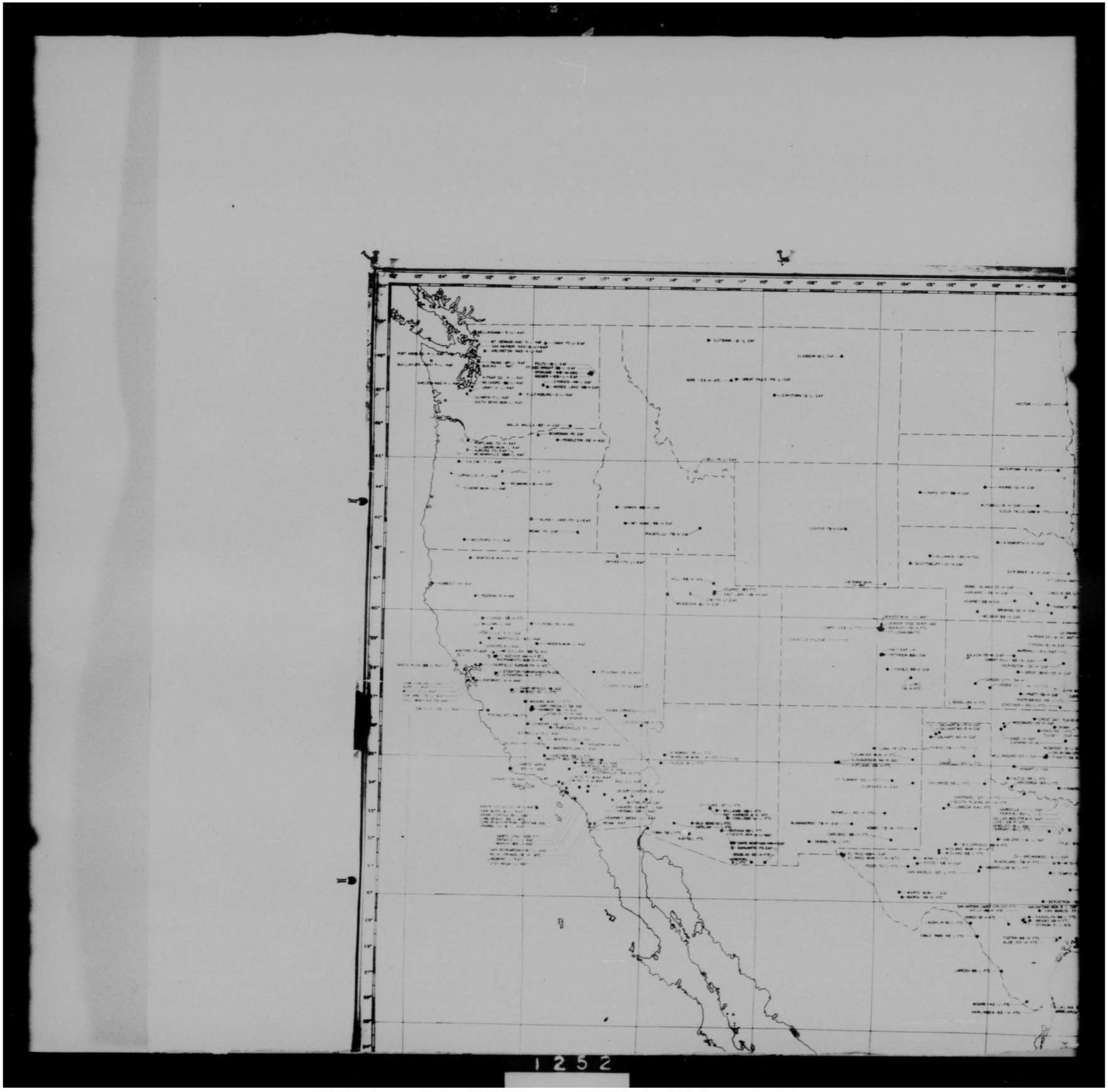

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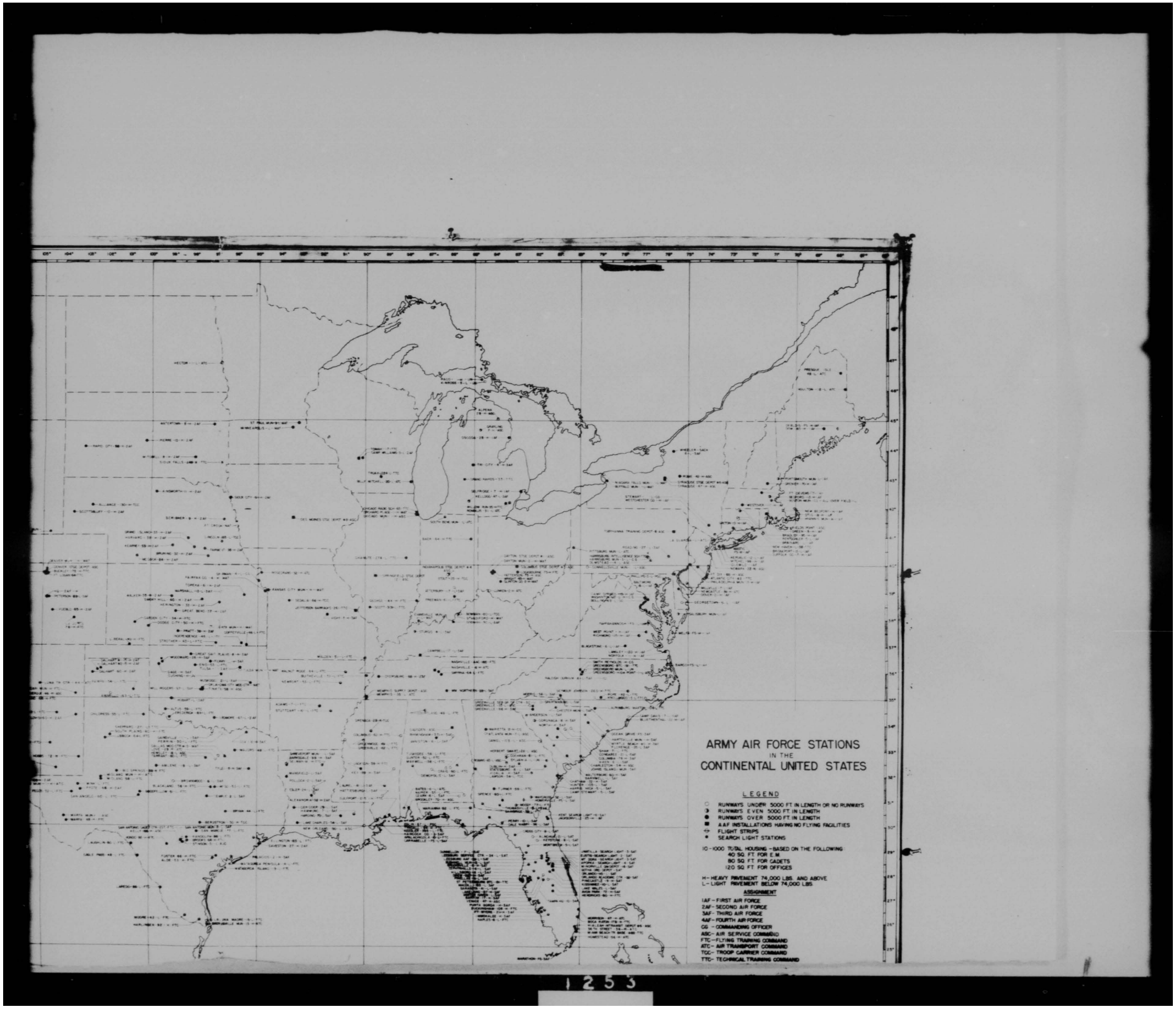

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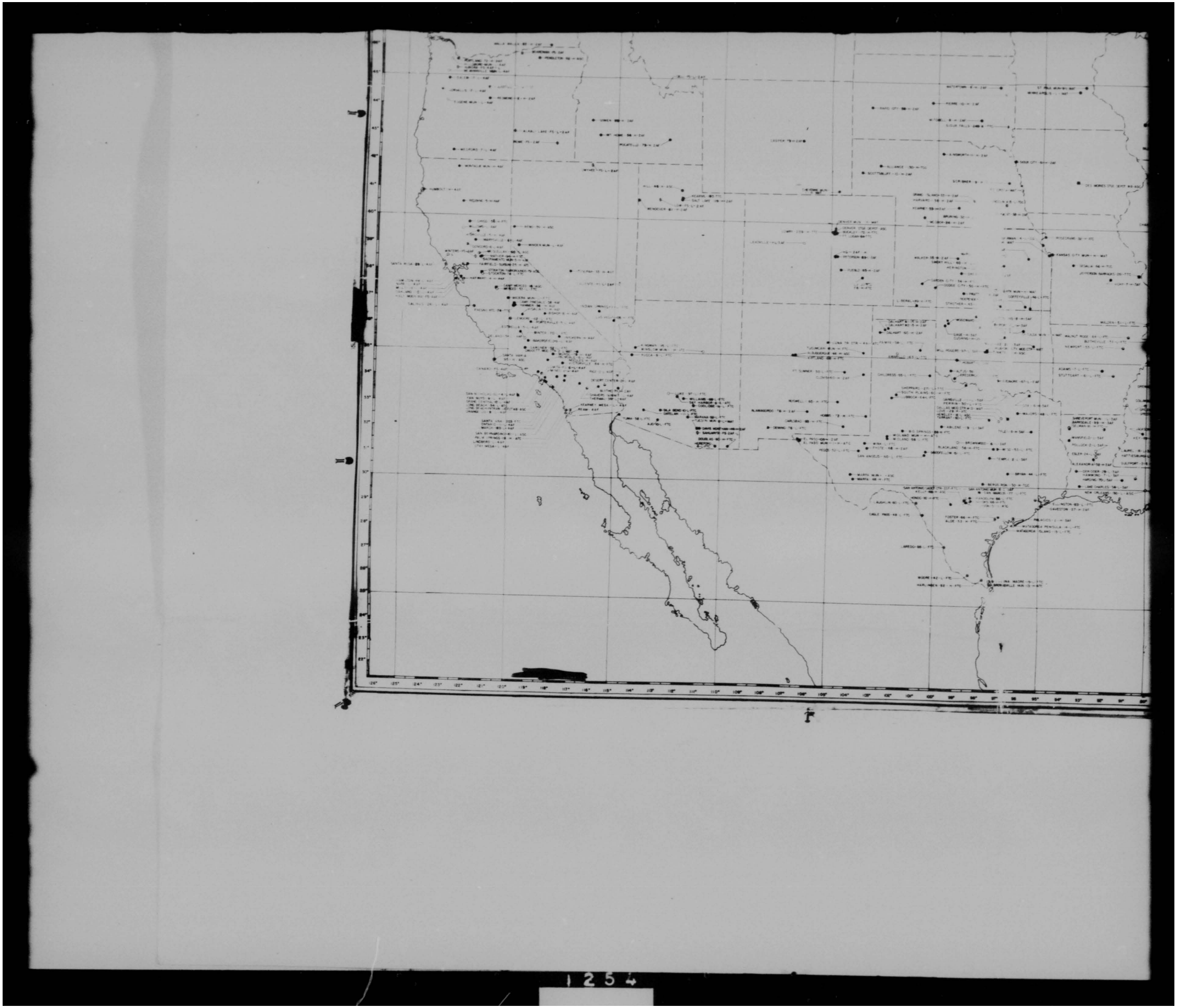

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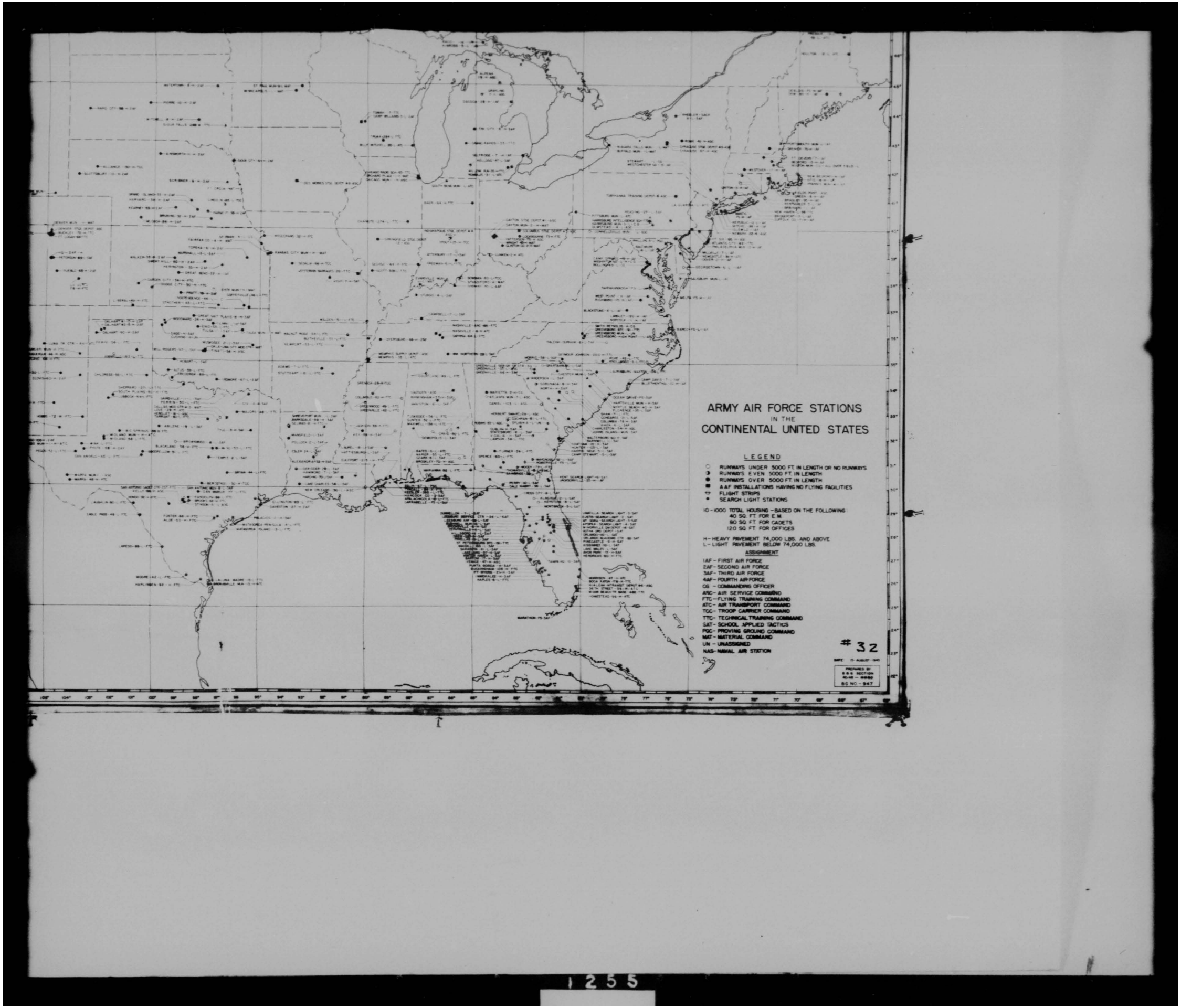

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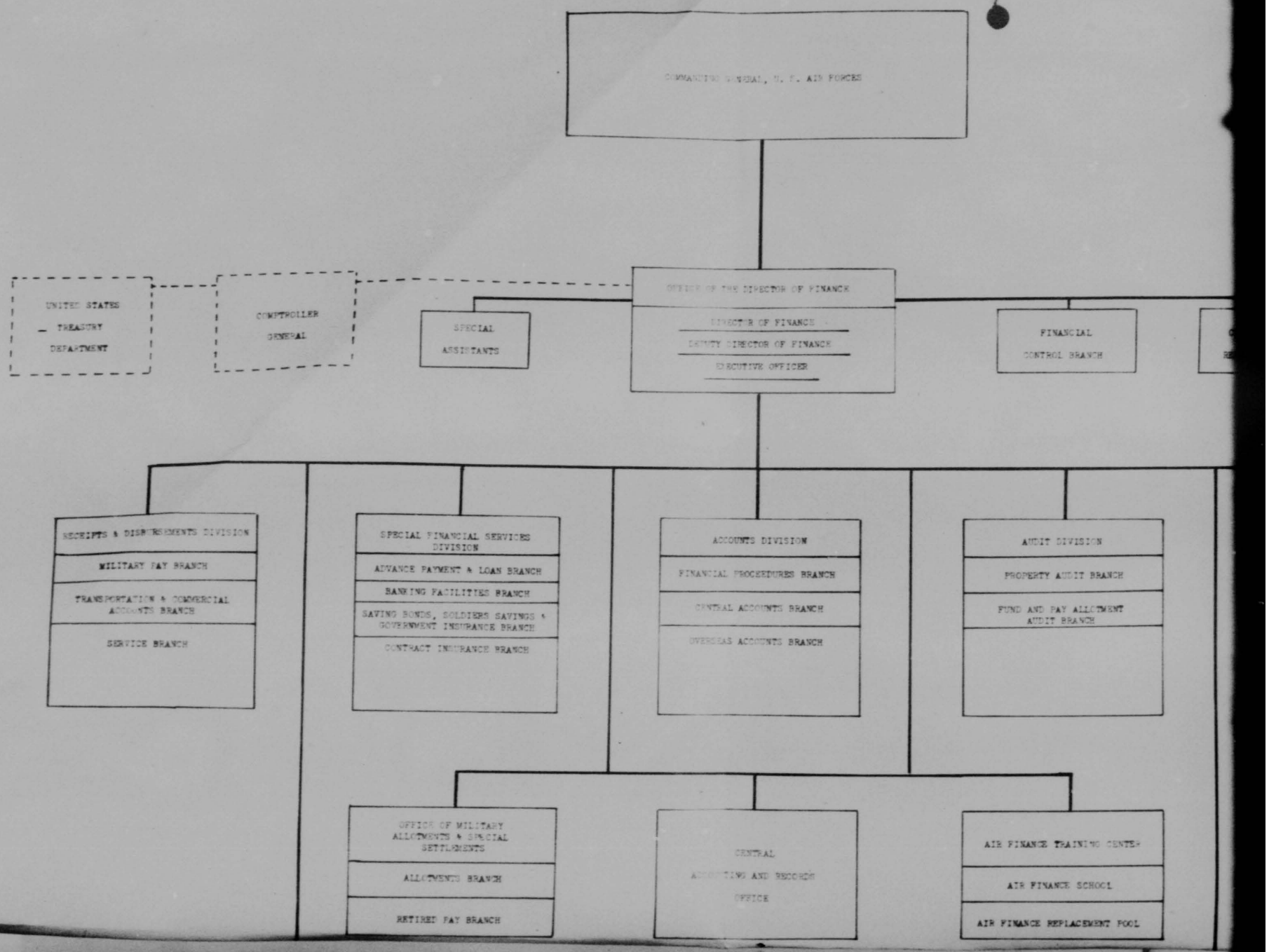

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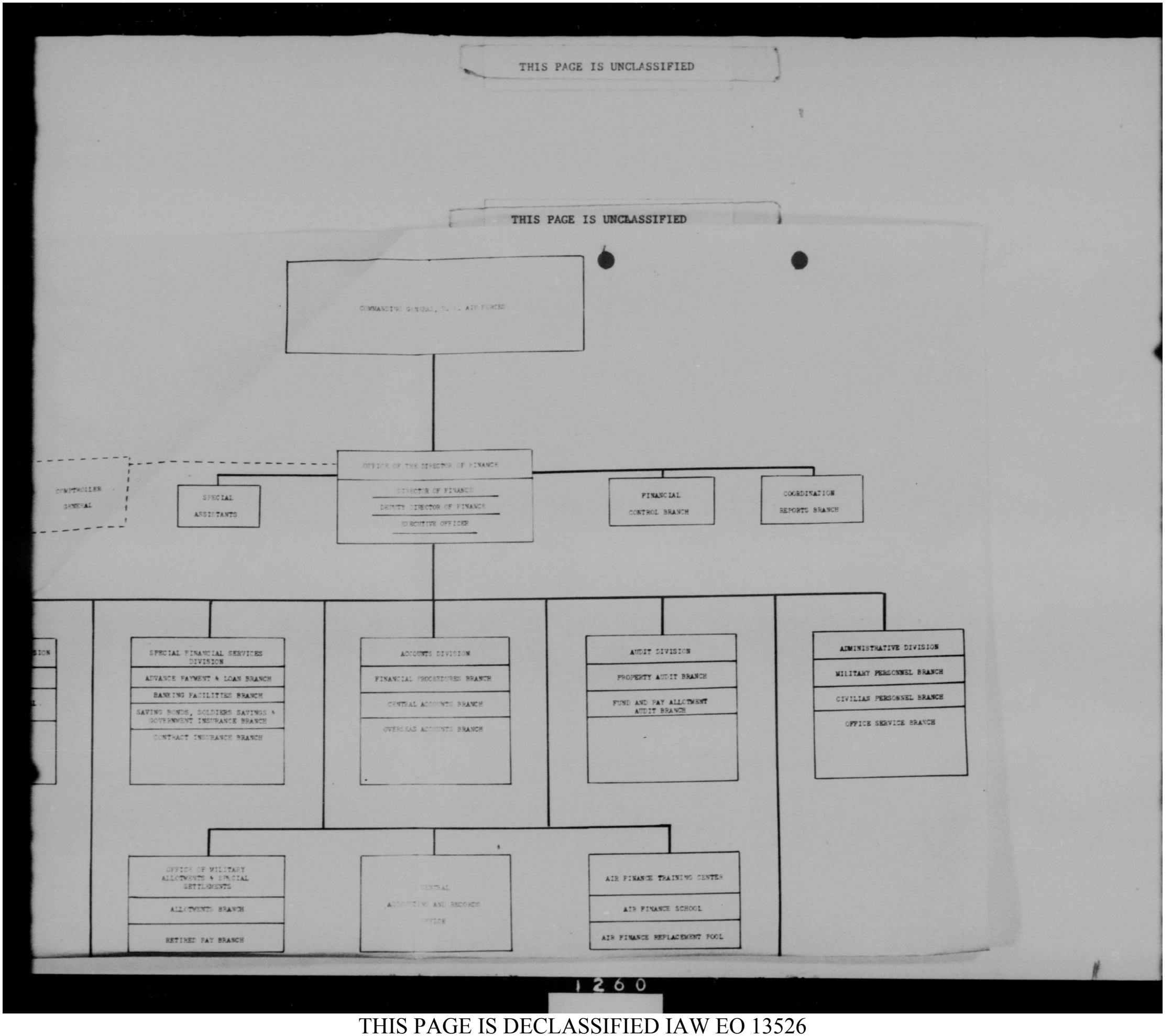

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TRANSPORTATION & COMMERCIAL ACCOUNTS BRANCH

SERVICE BRANCH

BANKING FACILITIES BRANCH

SAVING BONDS, SOLDIERS SAVINGS & GOVERNMENT INSURANCE BRANCH

CONTRACT INSURANCE BRANCH

CENTRAL ACCOUNTS BRANCH

OVERSEAS ACCOUNTS BRANCH

FUND AND PAY ALLOTMENT AUDIT BRANCH

OFFICE OF MILITARY ALLOTMENTS & SPECIAL SETTLEMENTS

ALLOTMENTS BRANCH

RETIRED PAY BRANCH

CENTRAL ACCOUNTING AND RECORDS OFFICE

AIR FINANCE TRAINING CENTER

AIR FINANCE SCHOOL

AIR FINANCE REPLACEMENT POOL

BELOW THIS POINT LINES OF AUTHORITY REPRESENT TECHNICAL CONTROL OF FUNCTIONAL ACTIVITIES

DIRECTOR OF FINANCE ____ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ____ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ____ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ____ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ____ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

BELOW THIS POINT LINES OF AUTHORITY REPRESENT TECHNICAL CONTROL OF FUNCTIONAL ACTIVITIES

AIR ACCOUNTABLE DISBURSING OFFICE

(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

AIR ACCOUNTABLE DISBURSING OFFICE

(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

AIR ACCOUNTABLE DISBURSING OFFICE

(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

AIR ACCOUNTABLE DISBURSING OFFICE

(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

AIR ACCOUNTABLE DISBURSING OFFICE

(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

BELOW THIS POINT LINES OF AUTHORITY REPRESENT TECHNICAL CONTROL OF FUNCTIONAL ACTIVITIES

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

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BANKING FACILITIES BRANCH

SAVING BONDS, SOLDIERS SAVINGS & GOVERNMENT INSURANCE BRANCH

CONTRACT INSURANCE BRANCH

CENTRAL ACCOUNTS BRANCH

OVERSEAS ACCOUNTS BRANCH

FUND AND PAY ALLOTMENT AUDIT BRANCH

CIVILIAN PERSONNEL BRANCH

OFFICE SERVICE BRANCH

OFFICE OF MILITARY ALLOTMENTS & SPECIAL SETTLEMENTS

ALLOTMENTS BRANCH

RETIRED PAY BRANCH

CENTRAL ACCOUNTING AND RECORDS OFFICE

AIR FINANCE TRAINING CENTER

AIR FINANCE SCHOOL

AIR FINANCE REPLACEMENT POOL

BELOW THIS POINT LINES OF AUTHORITY REPRESENT TECHNICAL CONTROL OF FUNCTIONAL ACTIVITIES

DIRECTOR OF FINANCE ___ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ___ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ___ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ___ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ___ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

DIRECTOR OF FINANCE ___ AIR AREA COMD

REC. & DISB. DIV.

SPEC. FIN. SERV. DIV.

AUDIT DIVISION

ADMINISTRATIVE DIV.

BELOW THIS POINT LINES OF AUTHORITY REPRESENT TECHNICAL CONTROL OF FUNCTIONAL ACTIVITIES

AIR ACCOUNTABLE DISBURSING OFFICE

(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

AIR ACCOUNTABLE DISBURSING OFFICE

(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

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(NUMBER OF OFFICES TO BE DETERMINED BY COMMAND REQUIREMENTS)

BELOW THIS POINT LINES OF AUTHORITY REPRESENT TECHNICAL CONTROL OF FUNCTIONAL ACTIVITIES

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

CLASS "B" AGENT FINANCE OFFICE

Chart No. 2

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PROPOSED PLAN, FINANCE SERVICE, AAF
PREPARED BY THE AIR FINANCE OFFICE, AC/AS-4
HEADQUARTERS, AAF, WASHINGTON, D. C.

INTRODUCTION

Chart I vests technical advice and control of finance activities in the commanding generals of the major commands. This procedure would result, however, in overlapping of such service within the Dept of Interior.

Chart II vests such control in the commanding generals of the six Air Area Commands, this control to be supervised by such overall commander as may be designated by the Commanding General, Army Air Forces.

Consideration thought was given to the placing of all field activities under the Commanding General, Air Technical Service Command. However, in view of the law governing rendition of disbursing accounts to the Comptroller General and the necessity of prompt payments to military and civilian personnel and commercial firms, it is believed that the furnishing of technical advice and supervision is too much of a job to be handled by a single command. Neither is it desirable to attempt to have such services furnished by Depot Area finance officers.

It is considered absolutely contrary to good administration to have any setup whereby one disbursing officer or office will be furnishing technical advice in an official capacity to other finance officers, except in the case of a Class "B" agent serving under an accountable disbursing officer.

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HEADQUARTERS, AAF, WASHINGTON, D. C.

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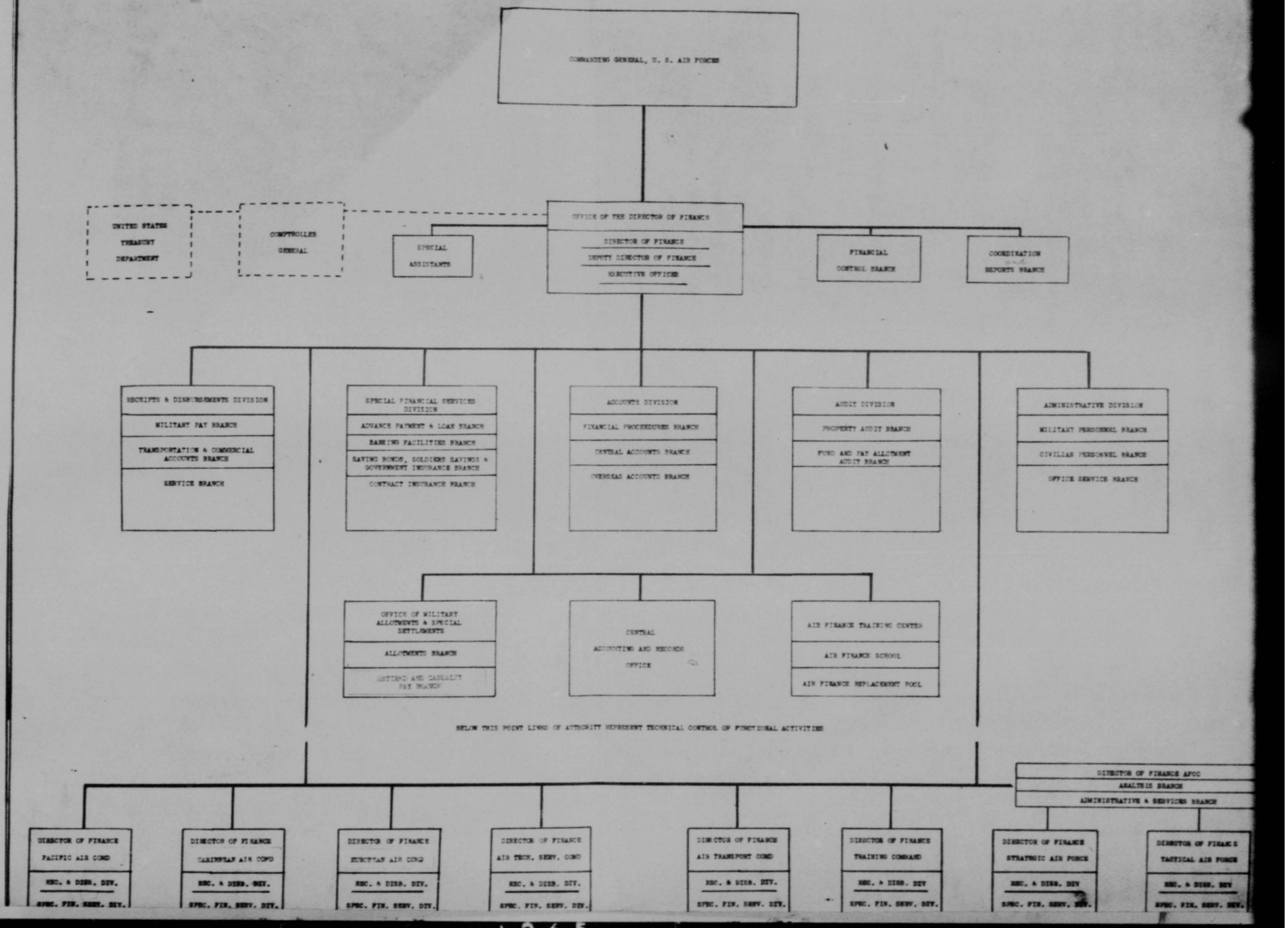

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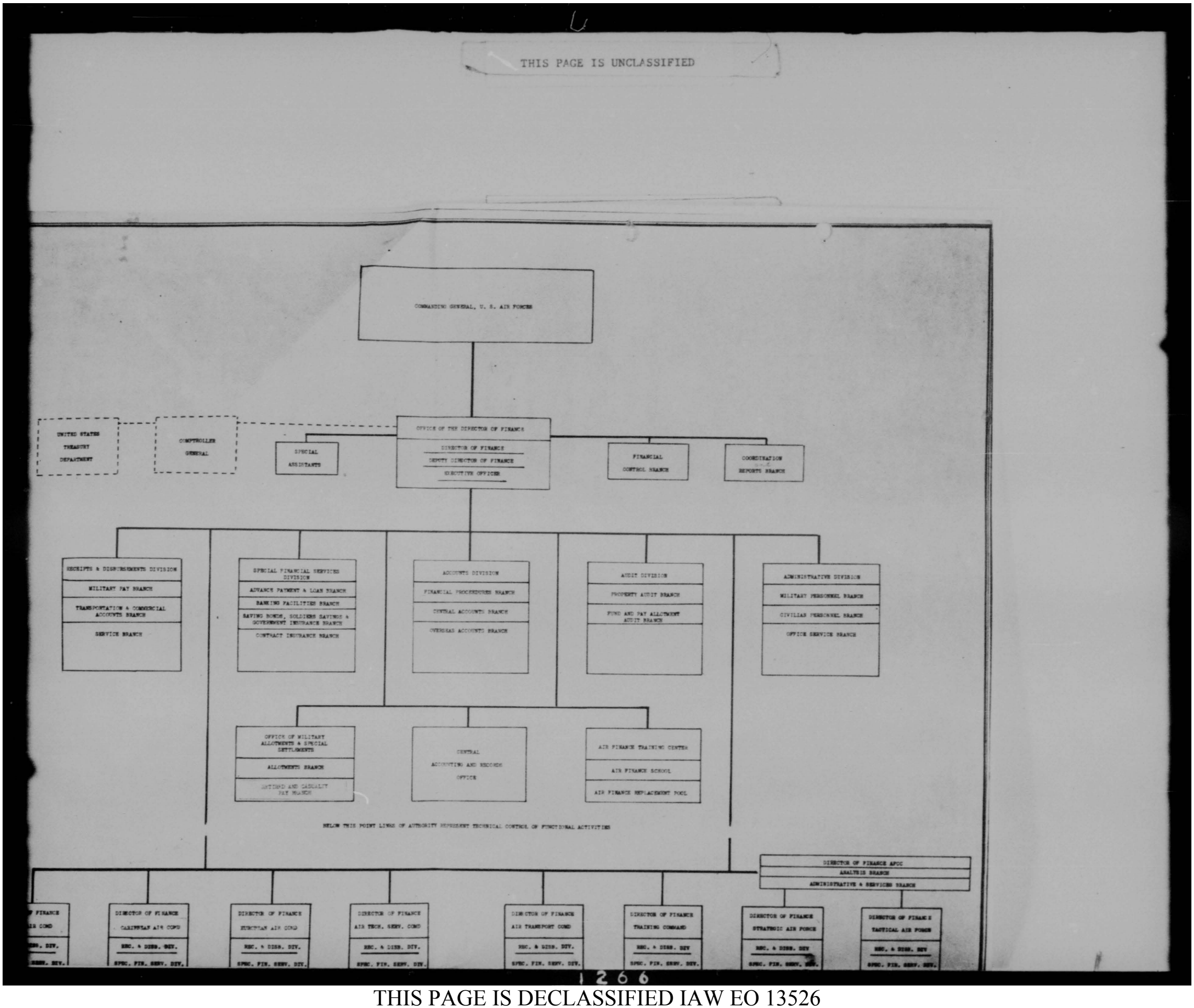

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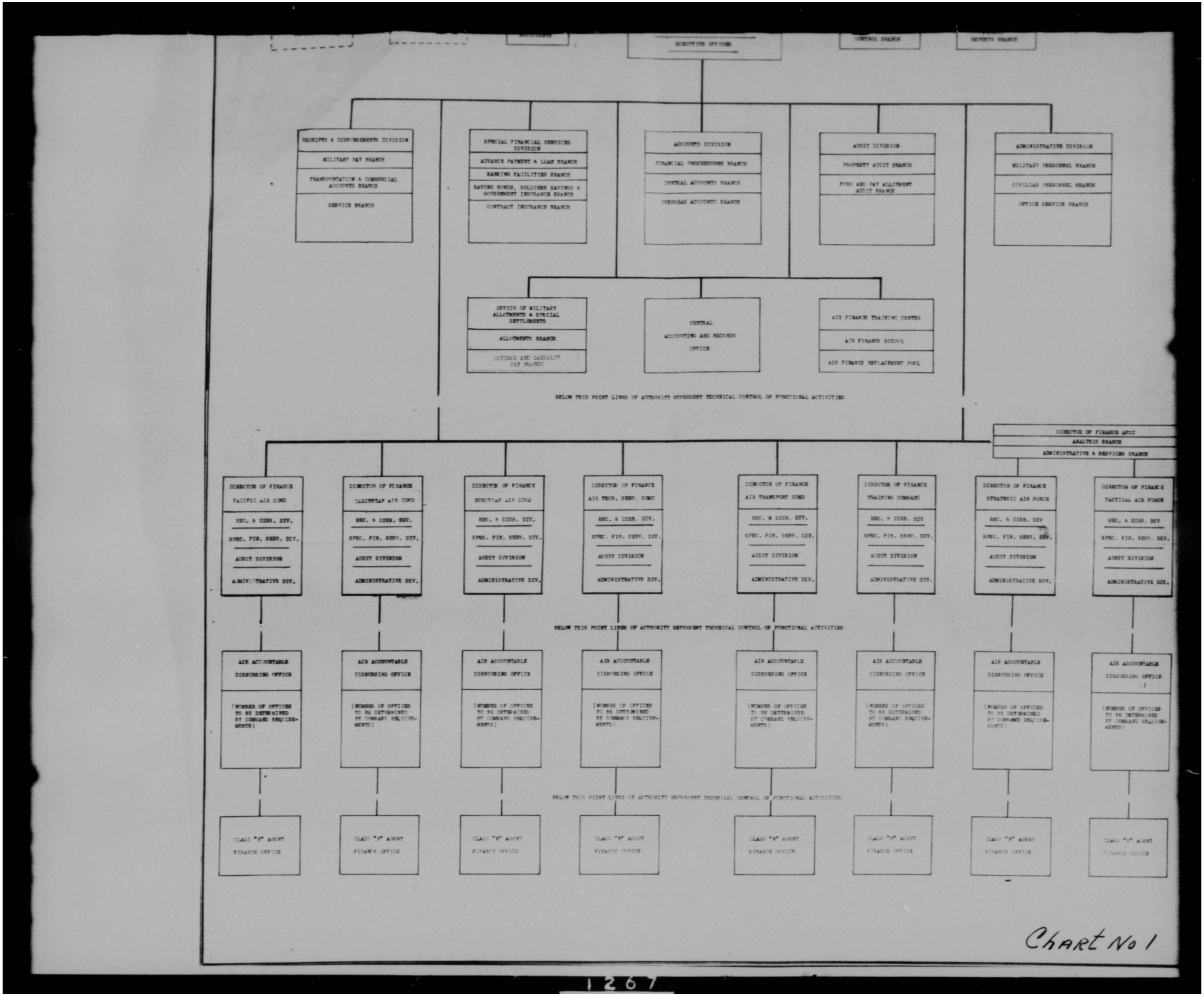

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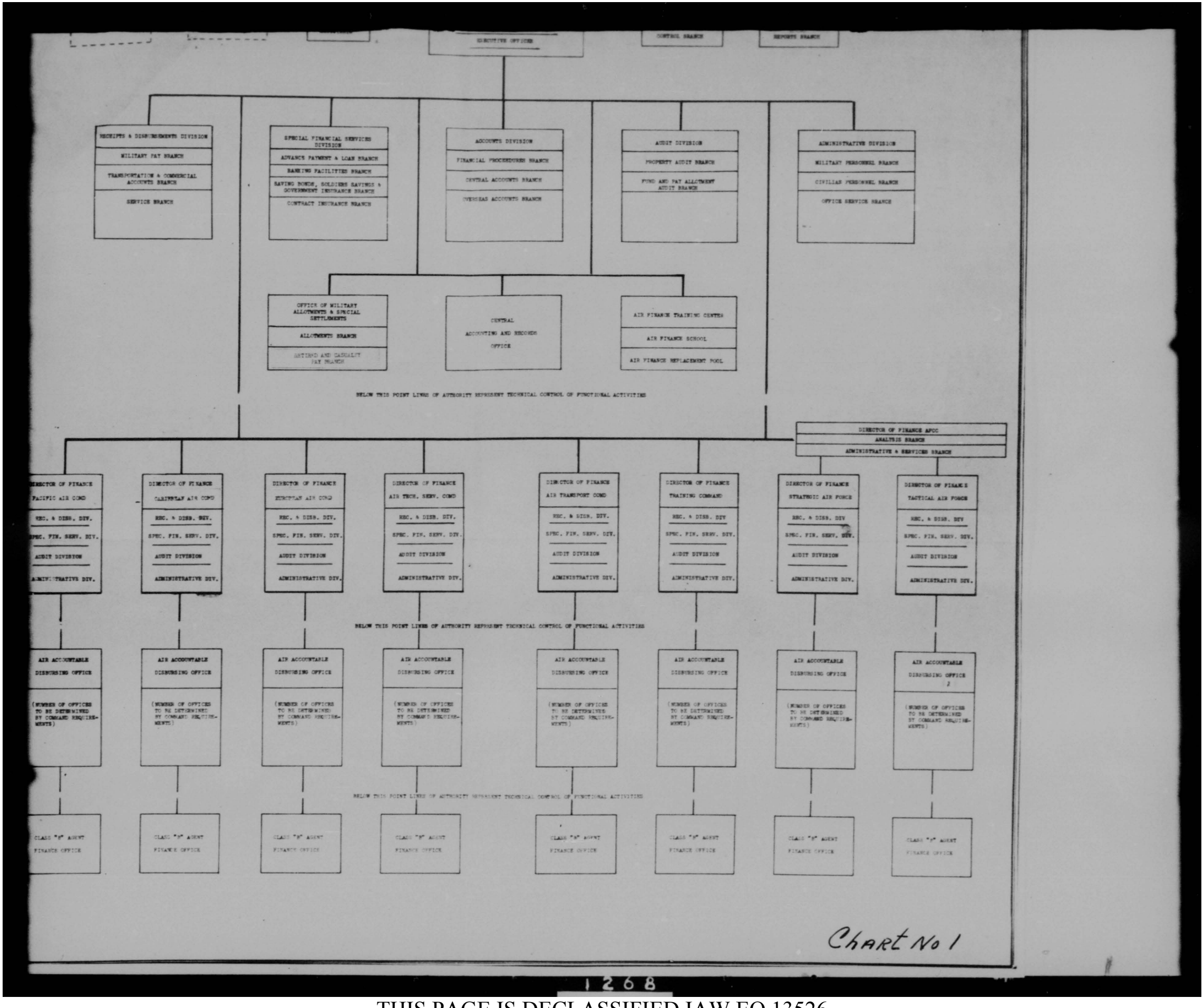

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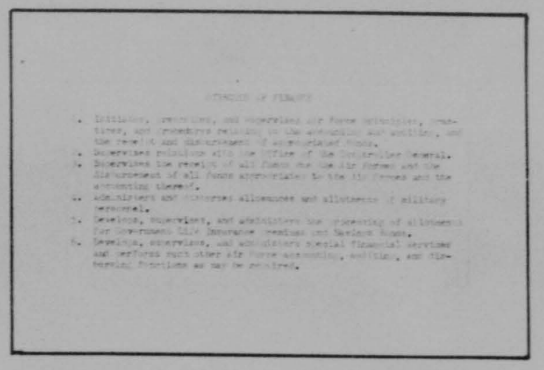

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FINANCIAL CONTROL BRANCH

1. Initiates the finance procedures and supervises policies and standards with which all Air Forces components are concerned.

FINANCIAL CONTROL SECTION

1. Prepares reports and defense of discussion officers' relief bills pending in Congress.
2. Represents the Director of Finance in justification of proposed legislative affecting activities under the supervision of the Director of Finance.
3. Handles all matters pertaining to the Cost to Air Forces appropriations of obtaining foreign currency from the Treasury Department for ultimate use in foreign countries.
4. Receives, directs, distributes, and files all legislative publications.

FINANCE LAW AND REGULATIONS SECTION

1. Advises the Director of Finance on matters of law.
2. Makes all contacts with the General Counsel and legal staff of the Office of the Comptroller General.
3. Receives all 'submissions' (letters prepared for the signature of the Secretary of the Armed Forces addressed to the Comptroller General) originating outside of the Office of the Director of Finance.
4. Reviews and coordinates all such submissions and also any submissions originating within the Office of the Director of Finance.
5. Reviews all requests for advance decisions on procurement matters.
6. Reviews all such requests on other matters which are prepared for forwarding.
7. Prepares or reviews and coordinates all finance questions presented to the Air Force Advocate General and maintains contact with that office.
8. Advises as to the legal aspects of regulations, directives, and publications originating within the Office of the Director of Finance or referred to the Director of Finance for comment.

FOREIGN FINANCIAL AFFAIRS SECTION

1. Determines policies pertaining to foreign exchange, and the receipt, disbursement, interchange, conversion, and settlement of foreign and special currencies used in foreign art operated areas.
2. Establishes and supervises policies in foreign finance affairs pertaining to the Air Forces.
3. Gathers, collates and interprets information required for the planning and effectuation of foreign finance affairs.
4. Plans activities necessary for the operation of finance service outside the continental United States.
5. Coordinates activities involving the acquiring out of all foreign finance plans and policies including the maintenance of the necessary liaison with other components of the Air Forces, and with other governmental agencies as specified by the Director of Finance.

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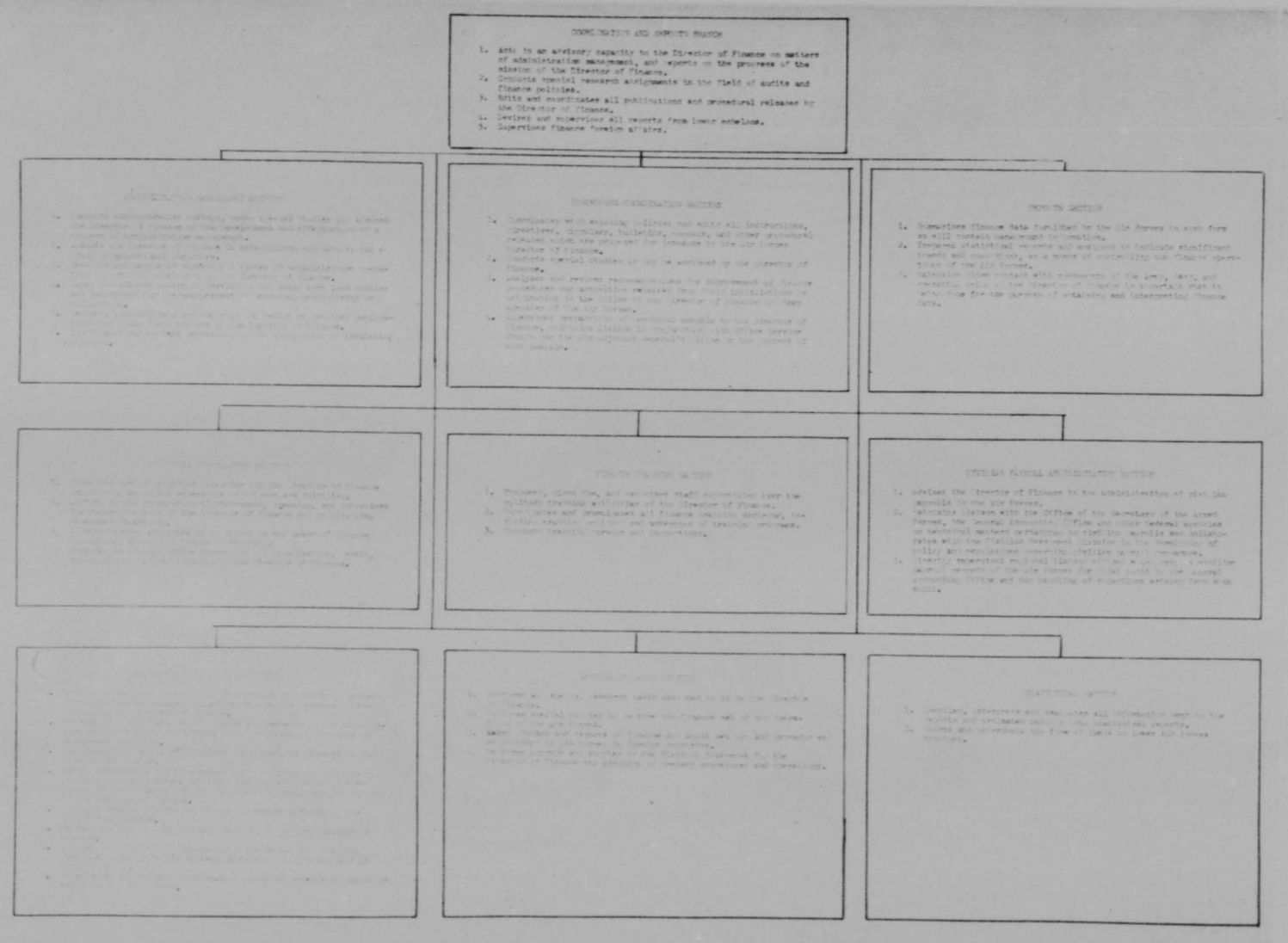

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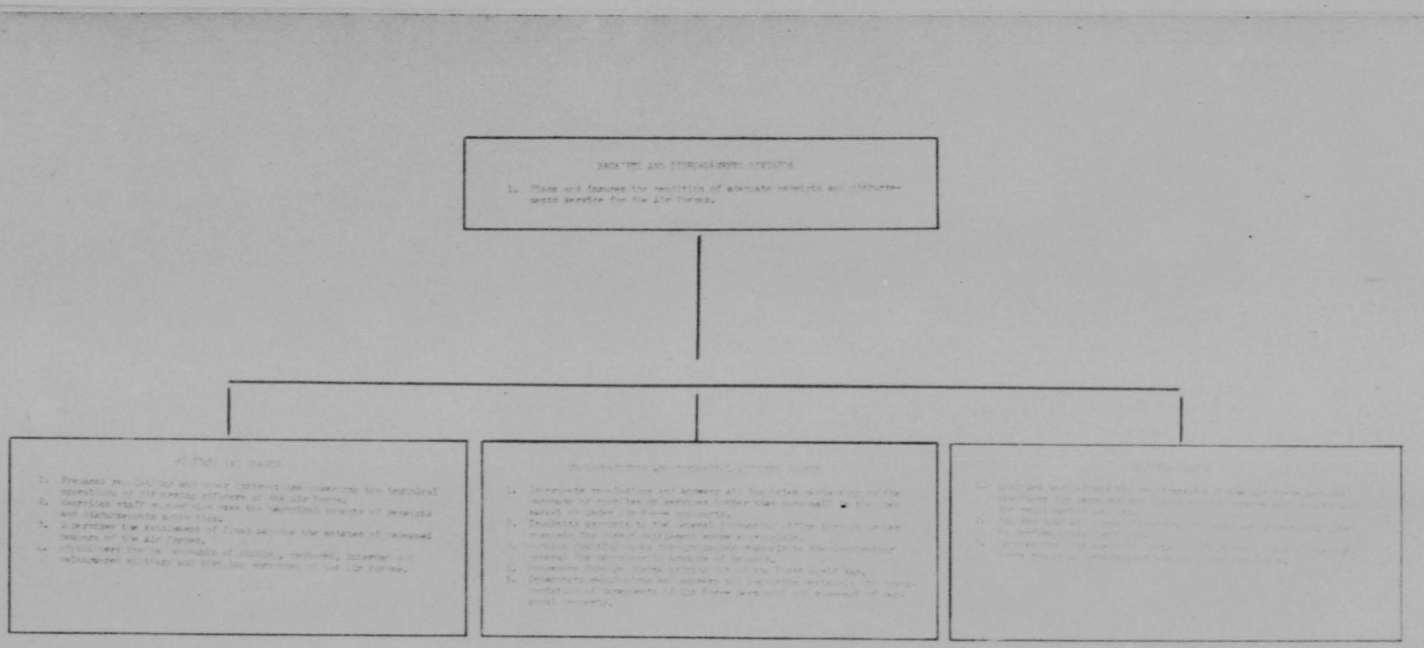

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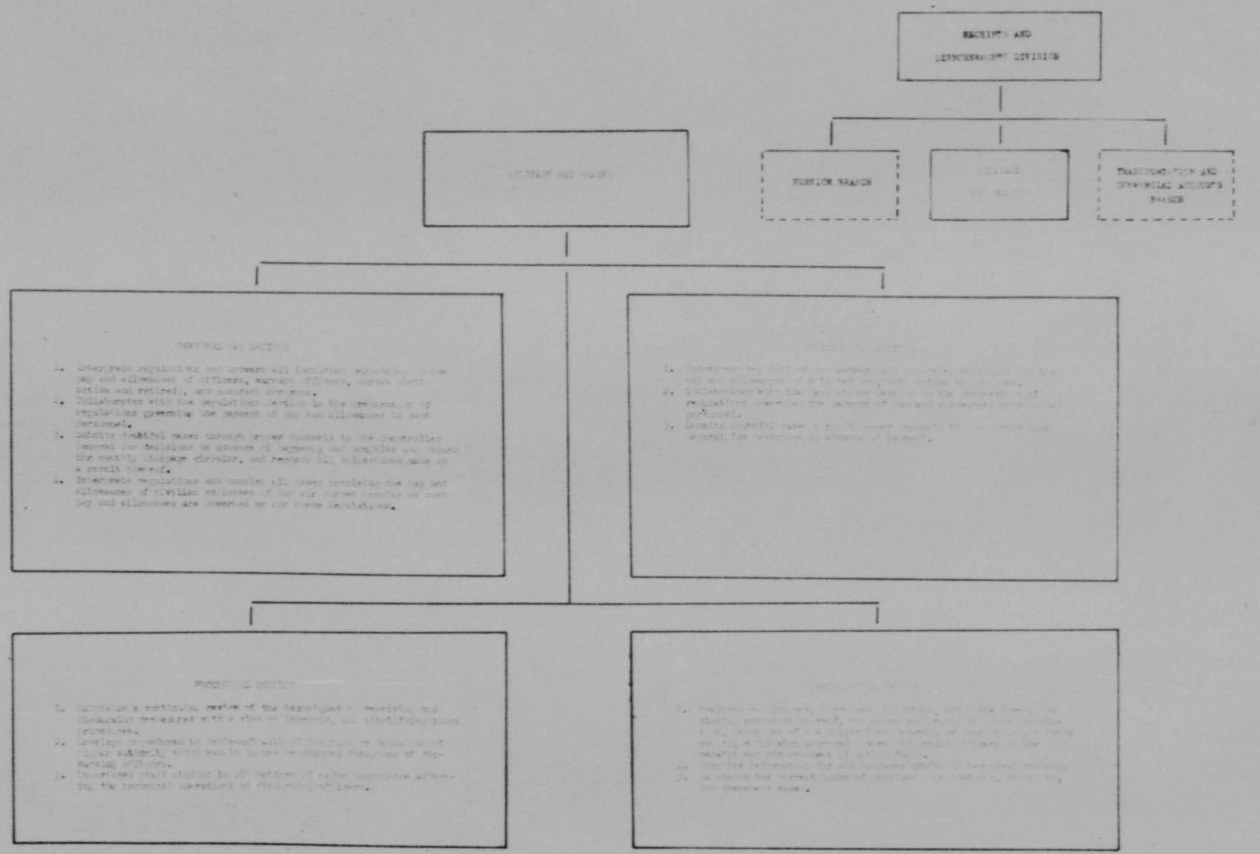

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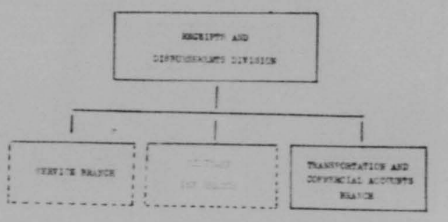

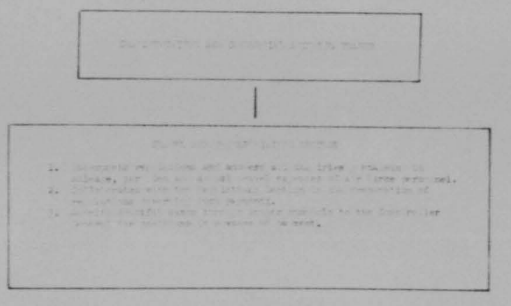

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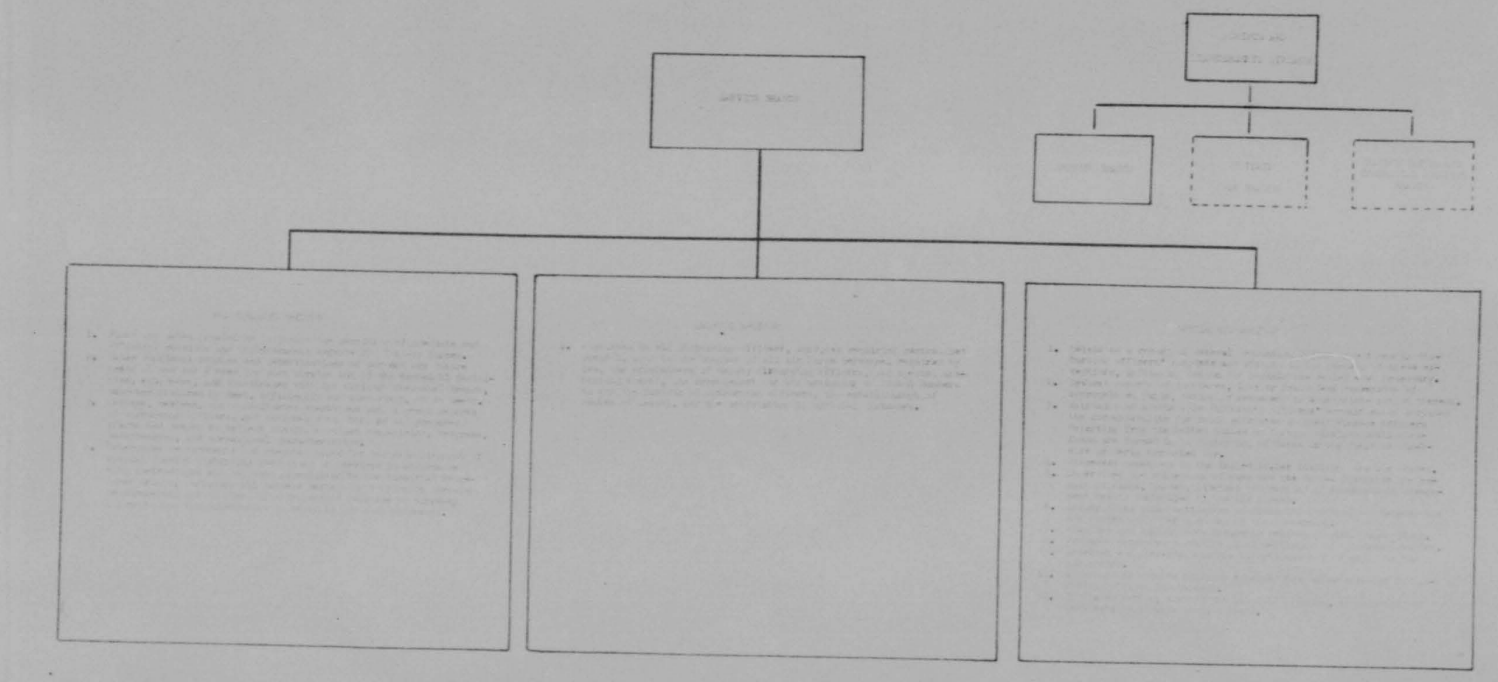

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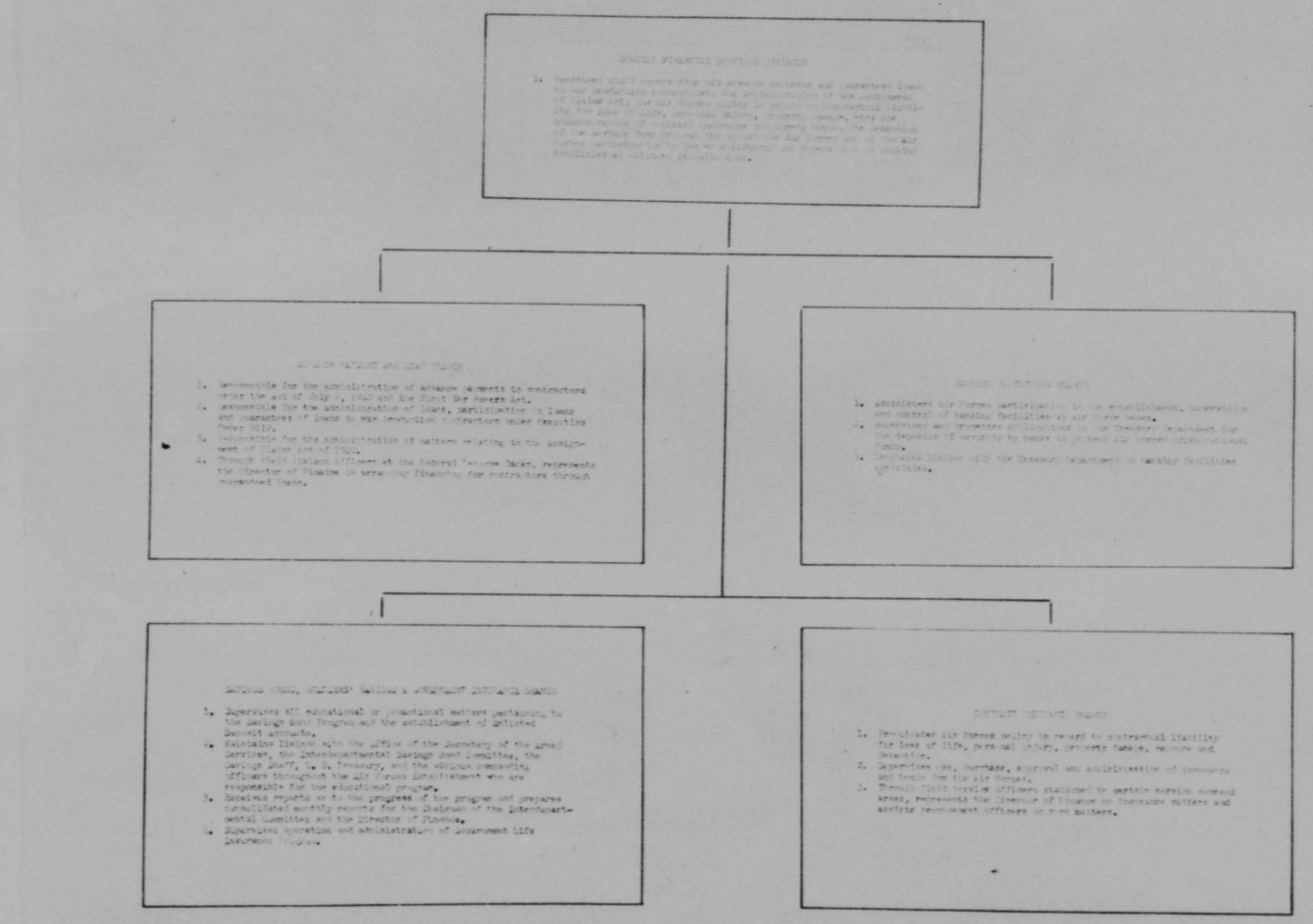

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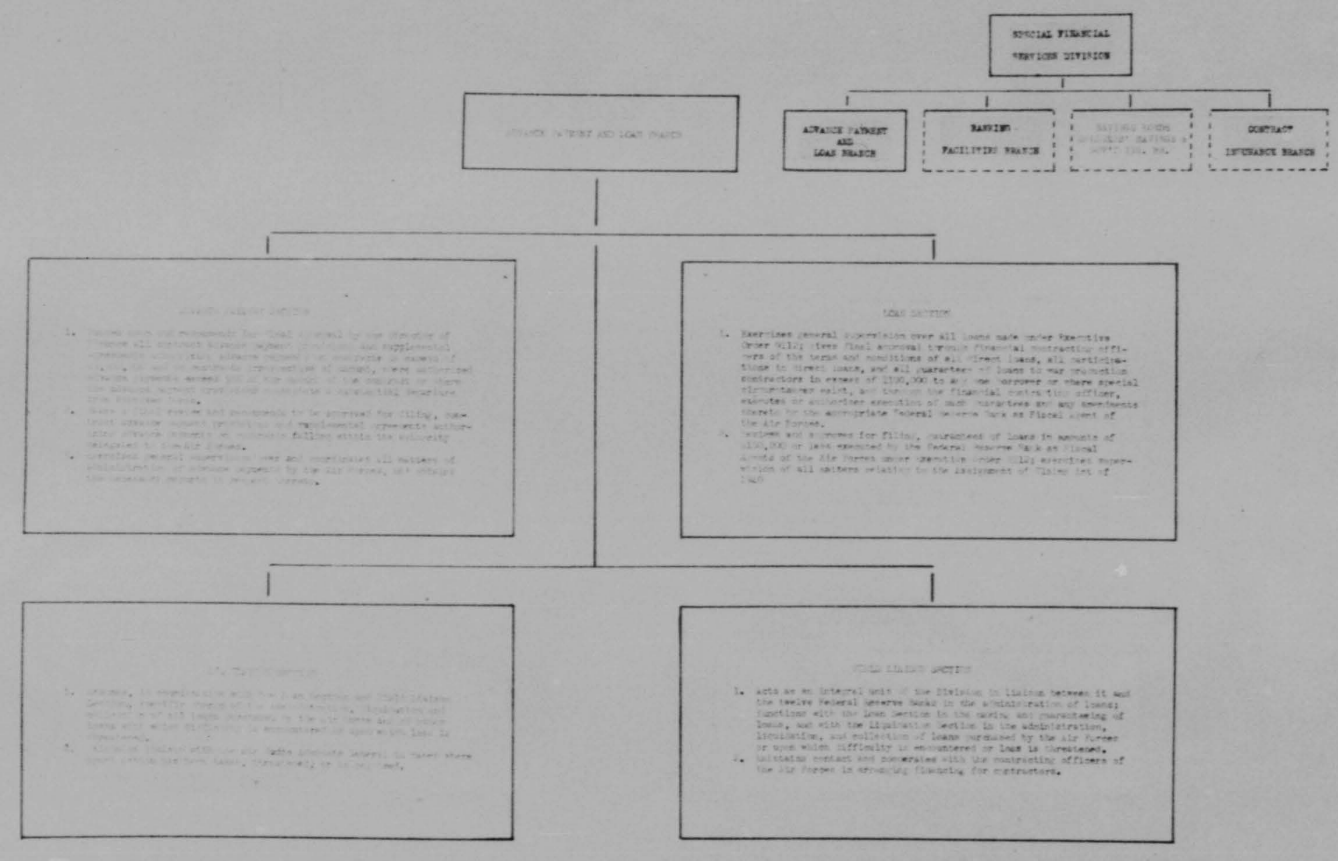

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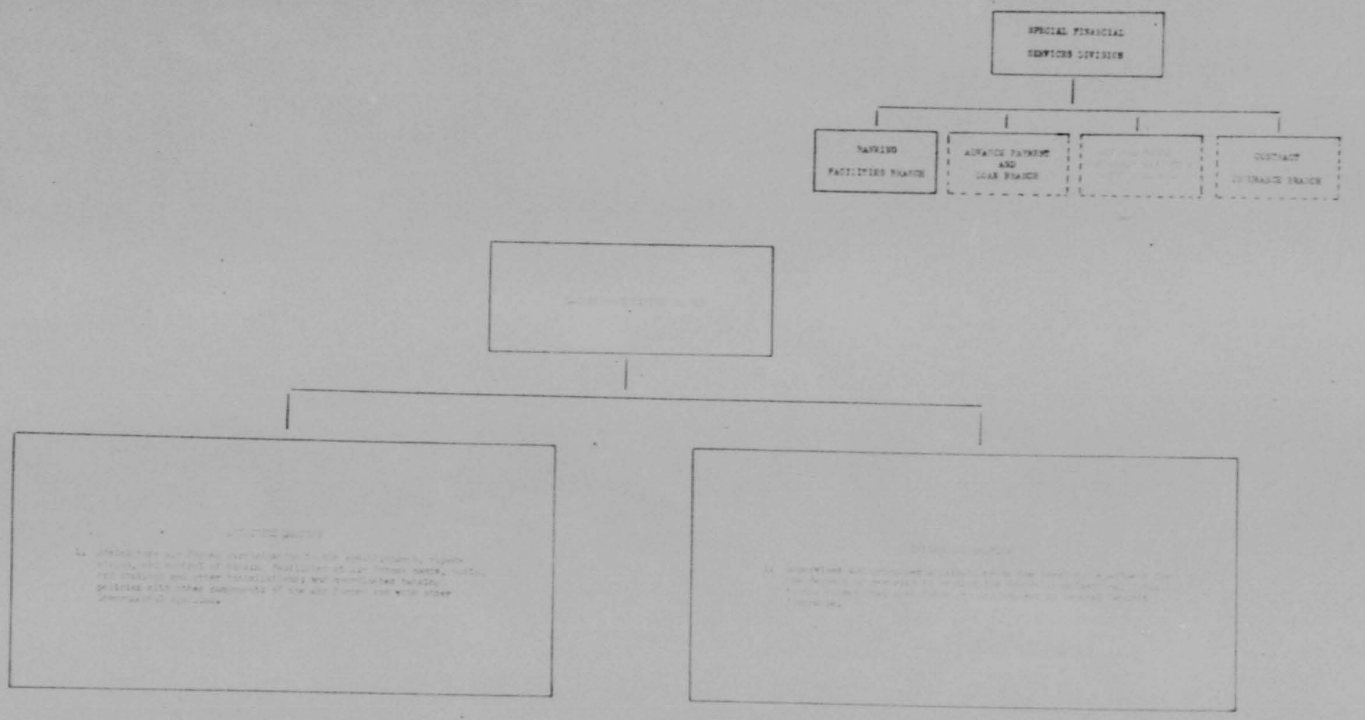

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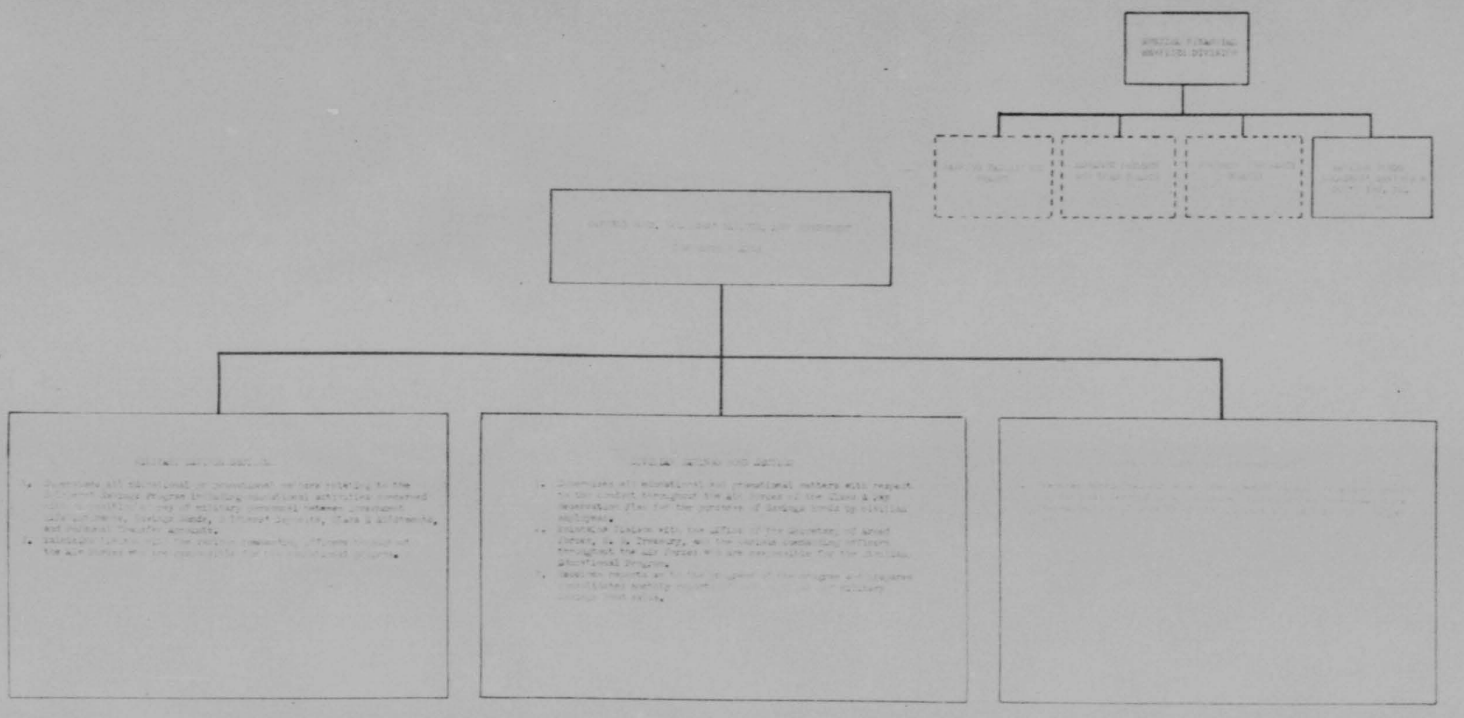

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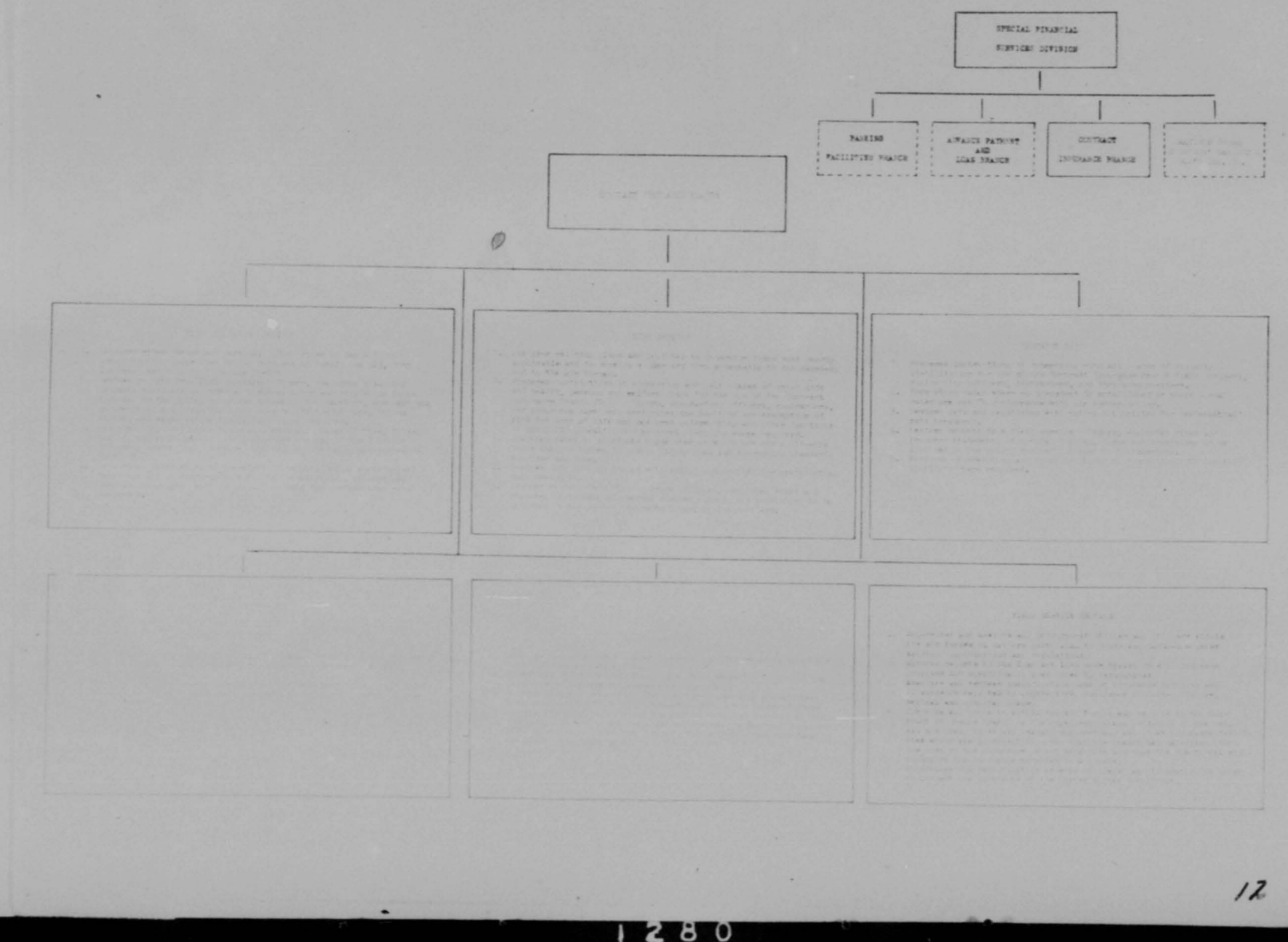

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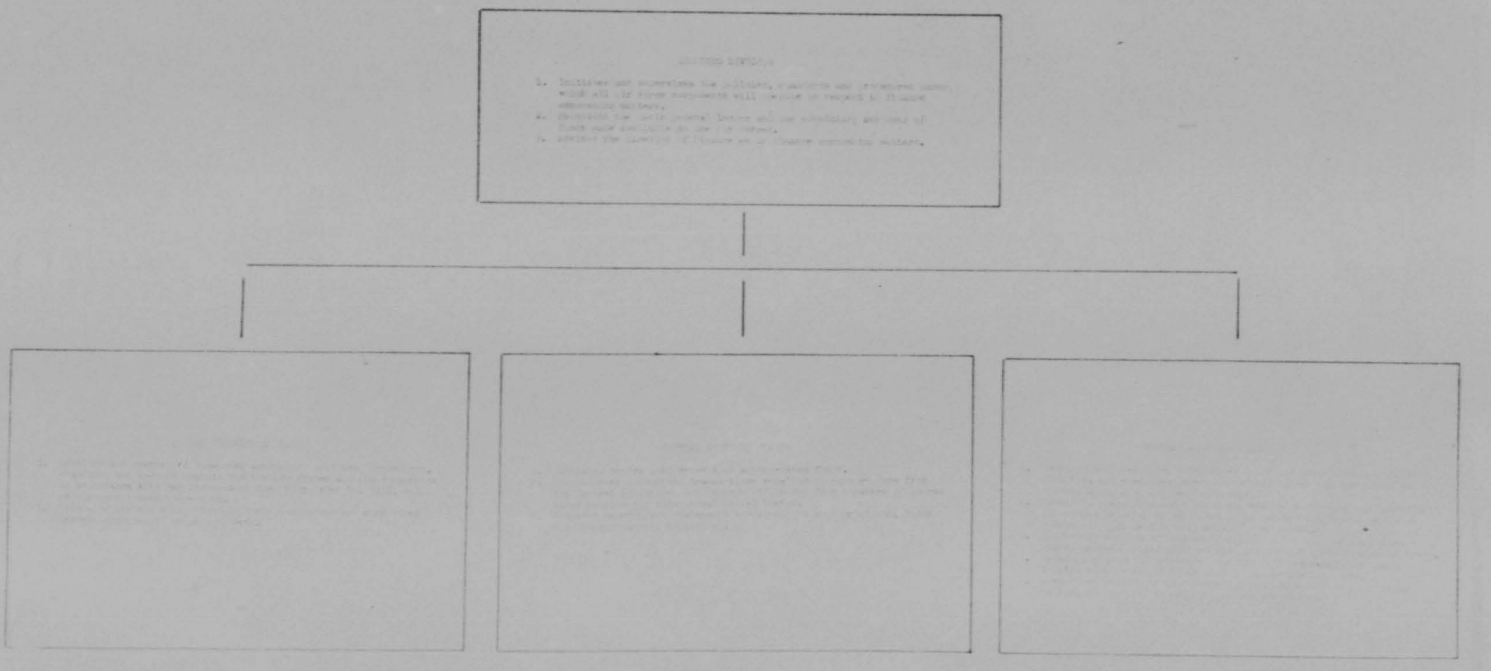

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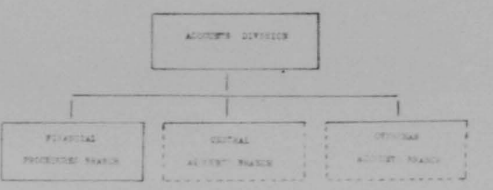

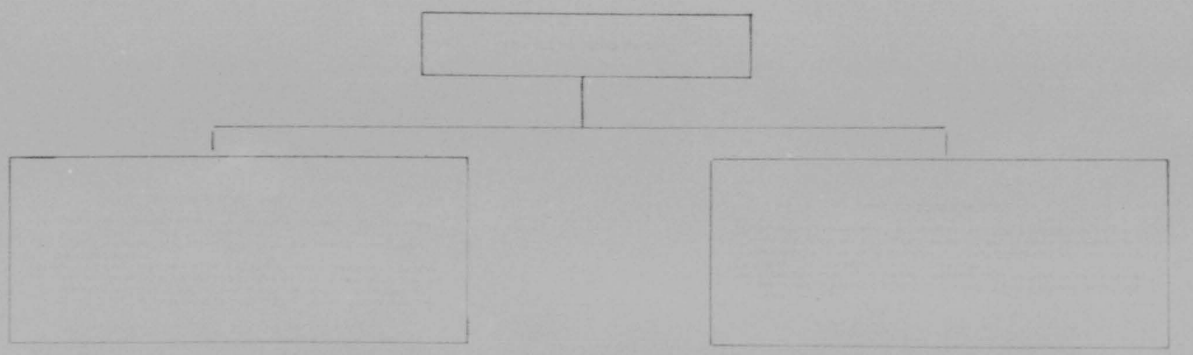

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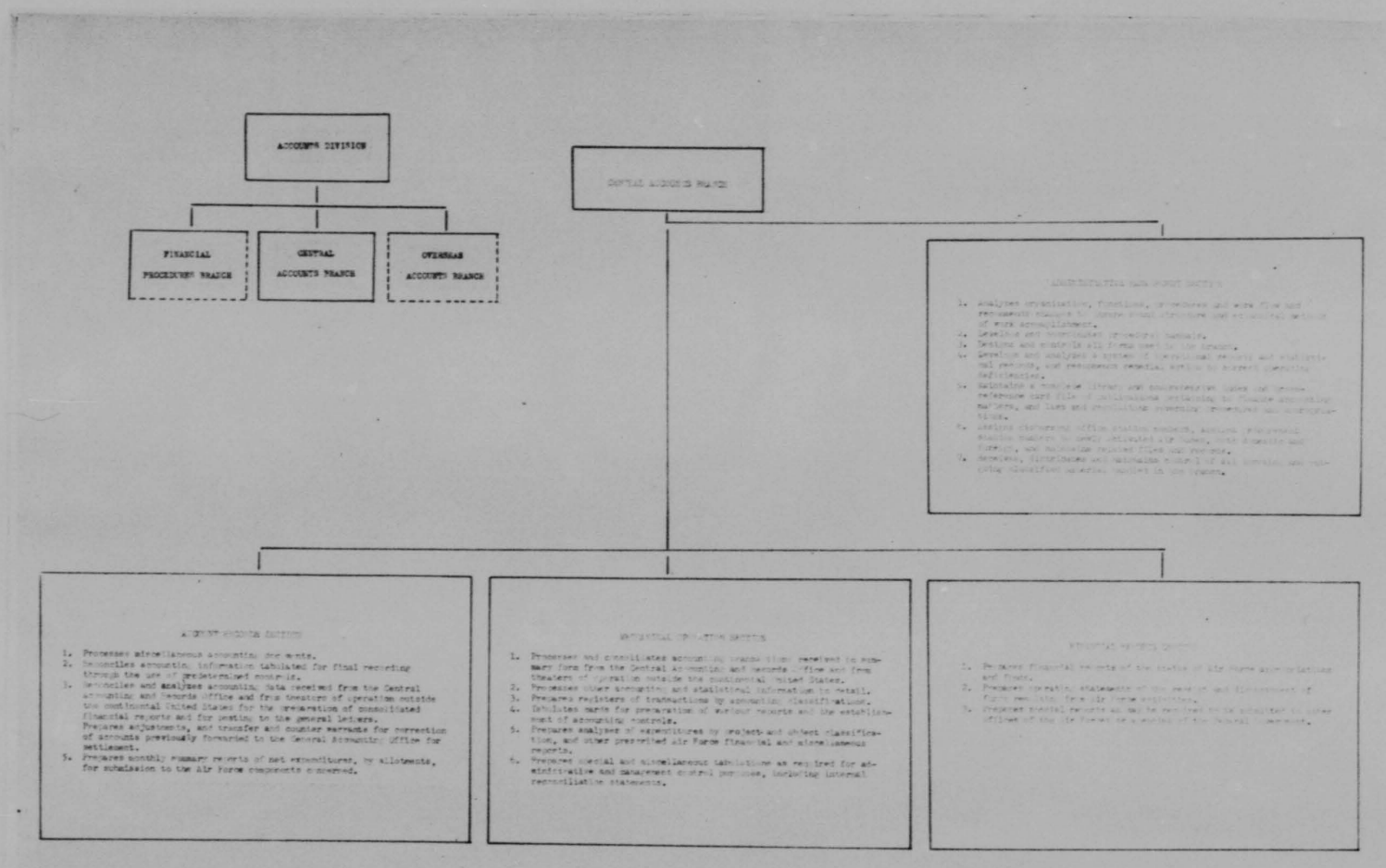

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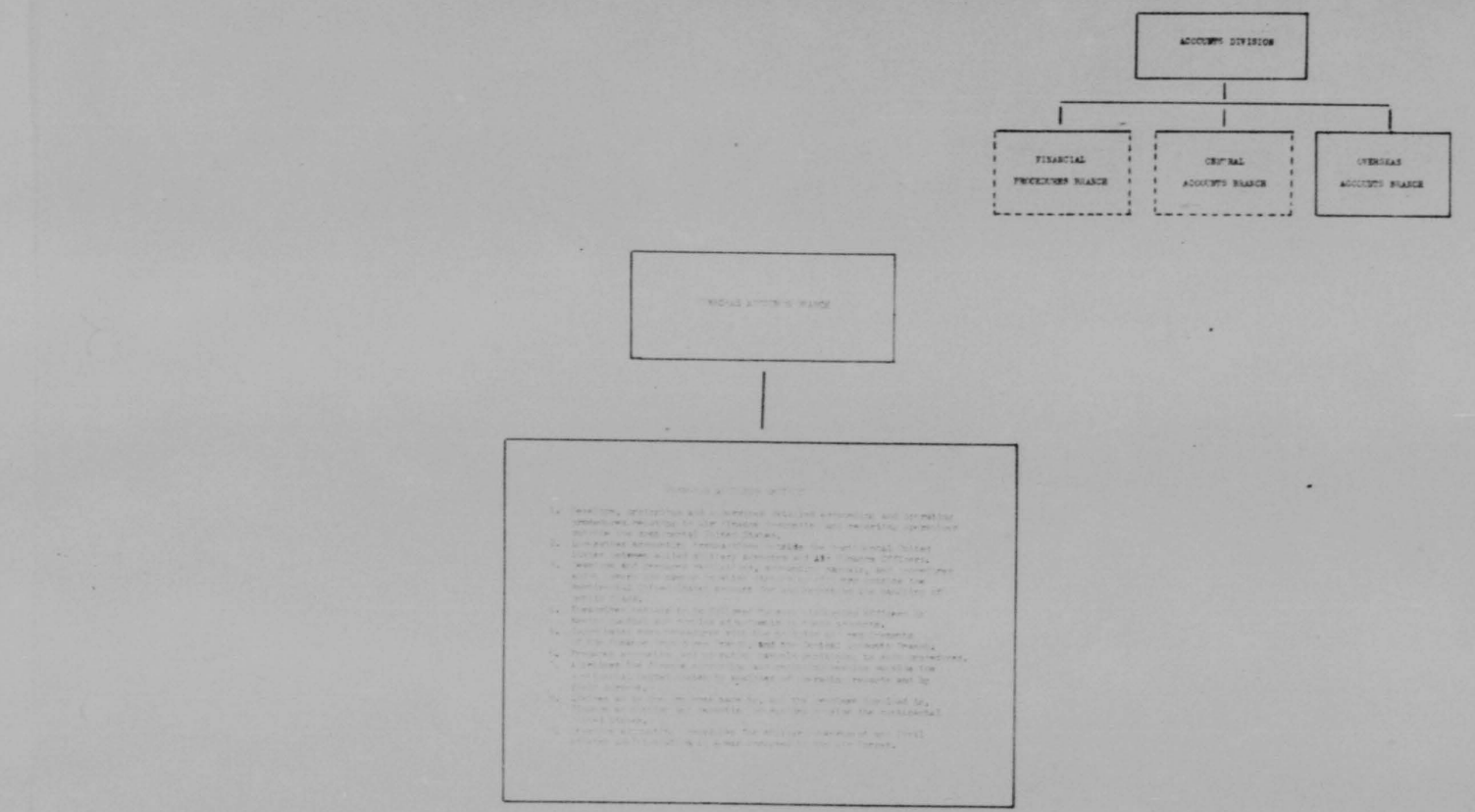

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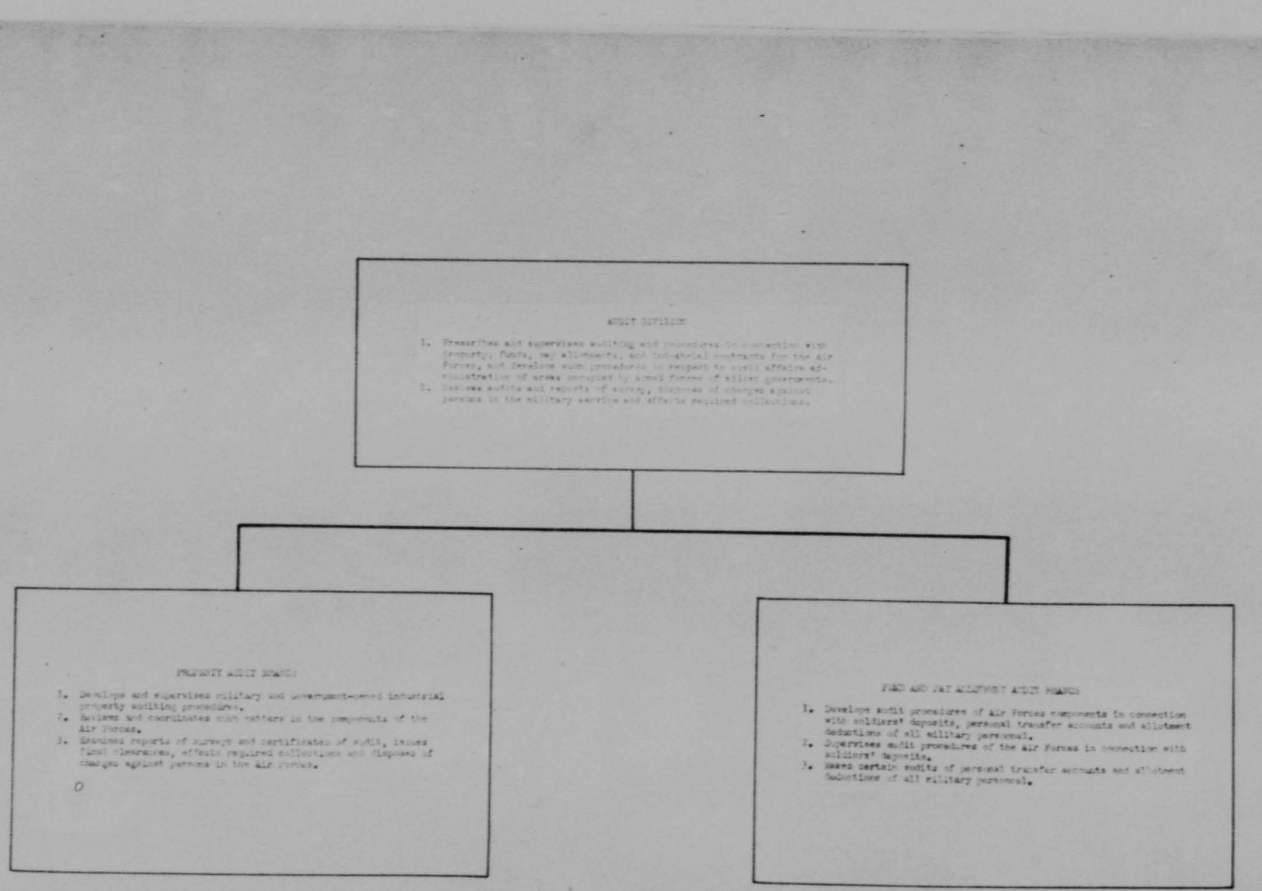

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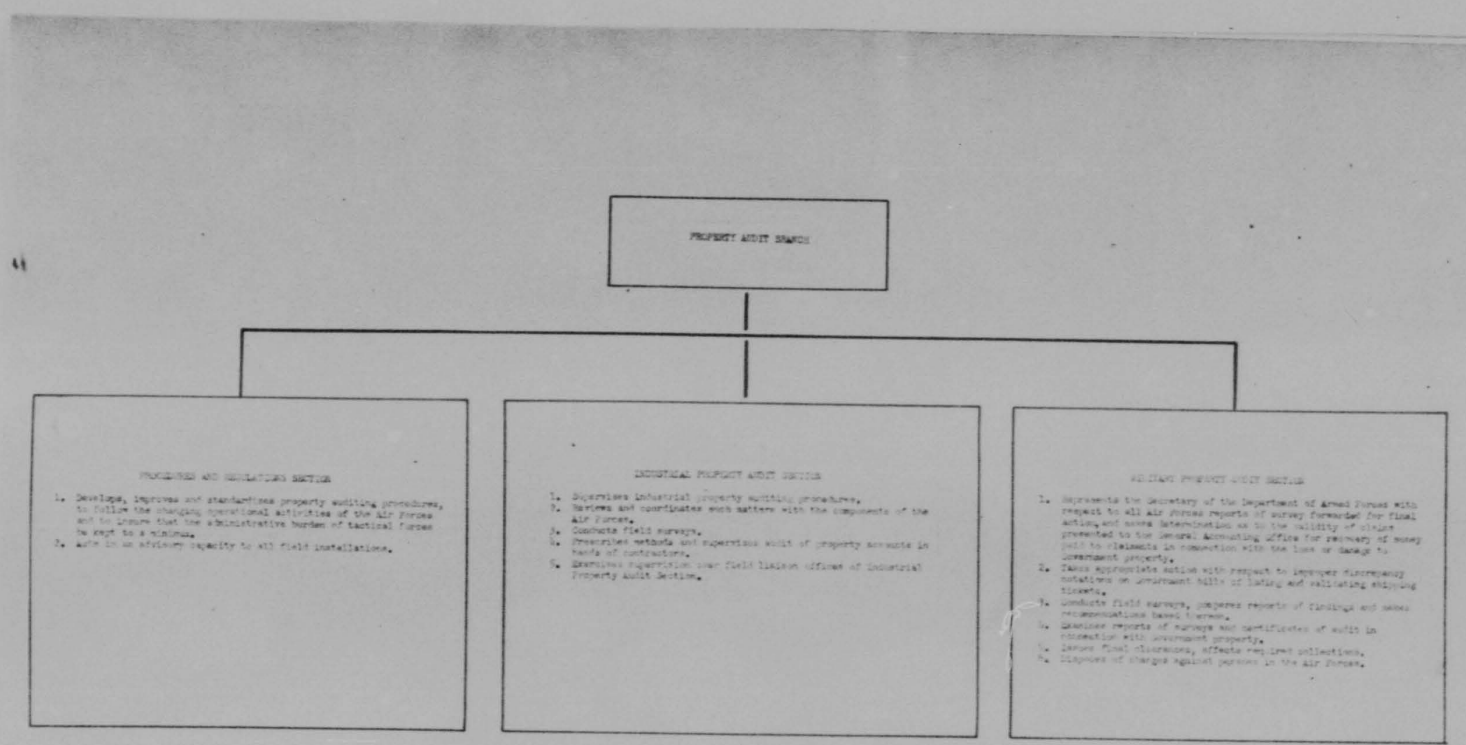

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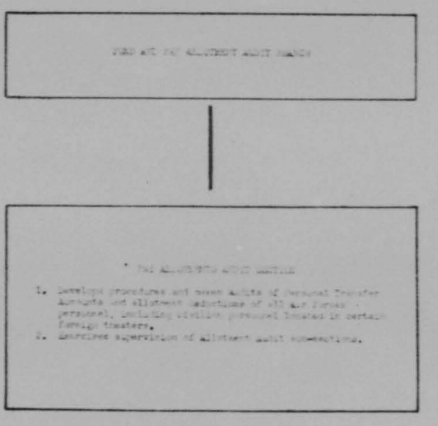

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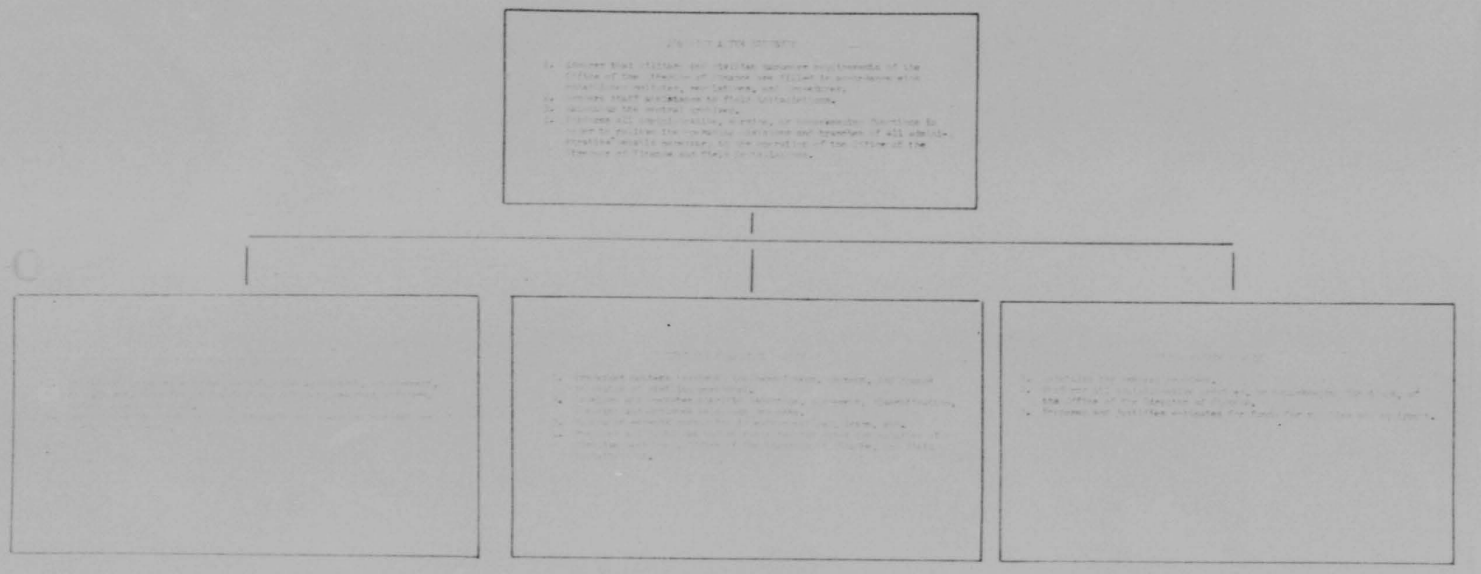

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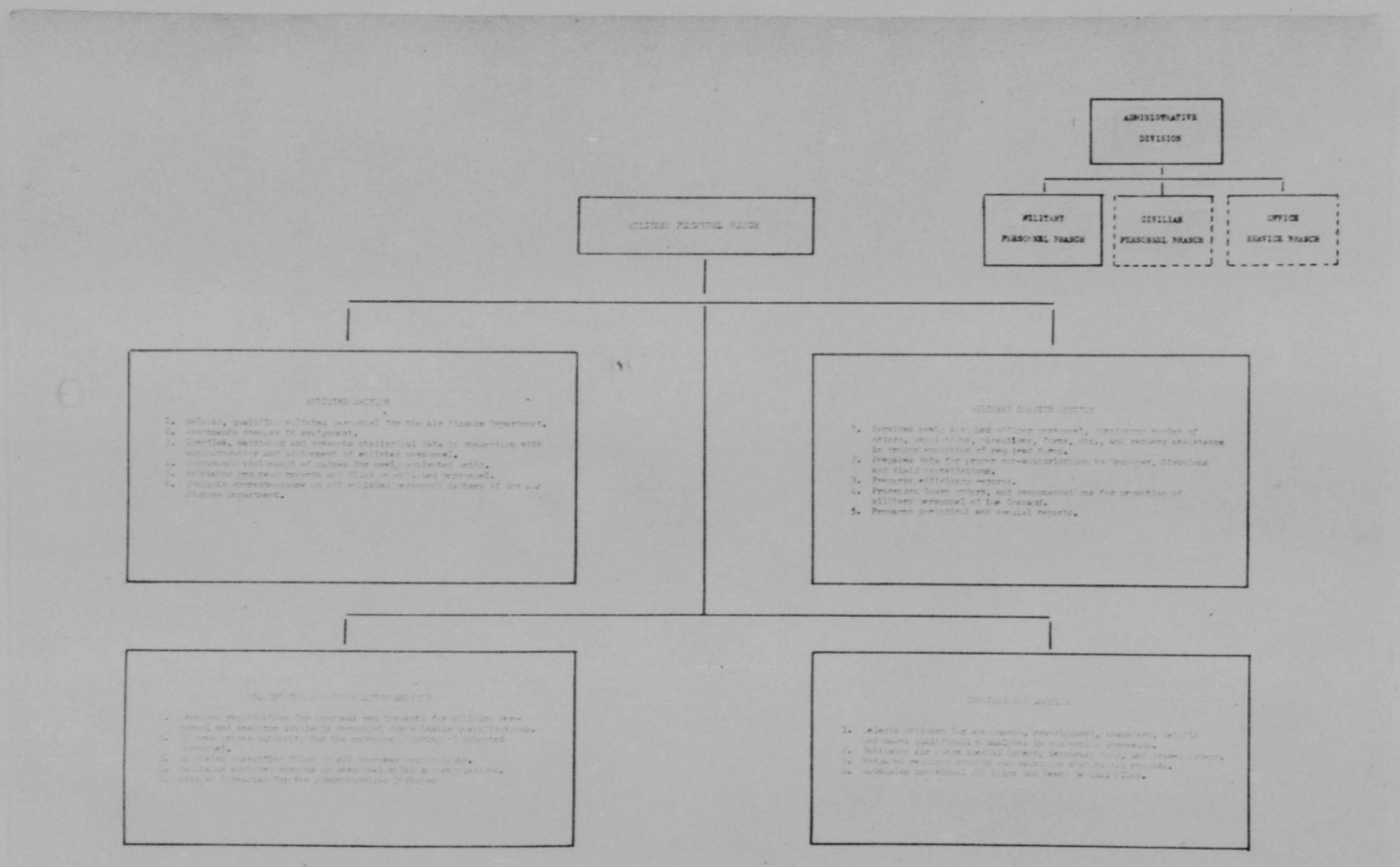

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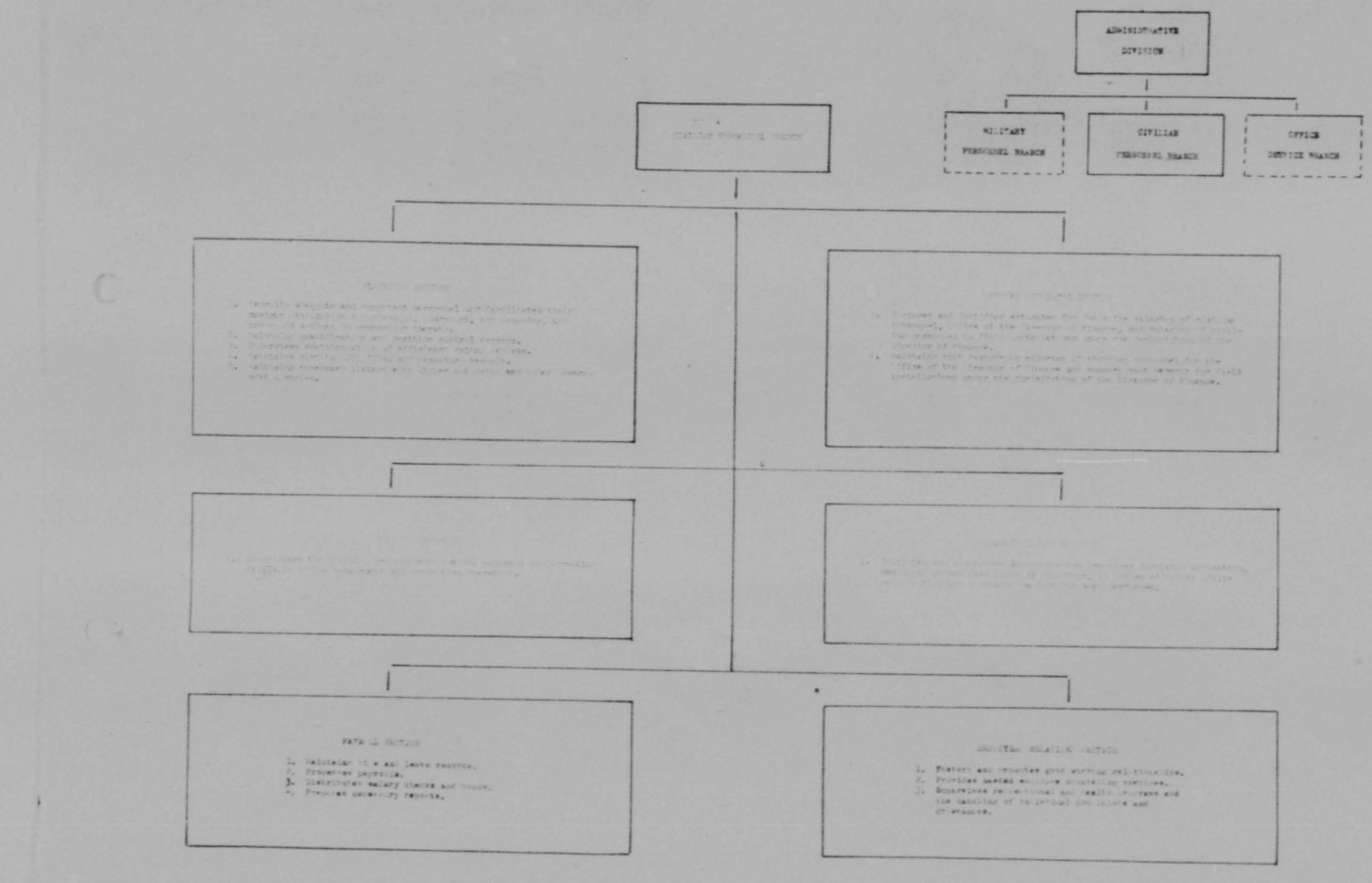

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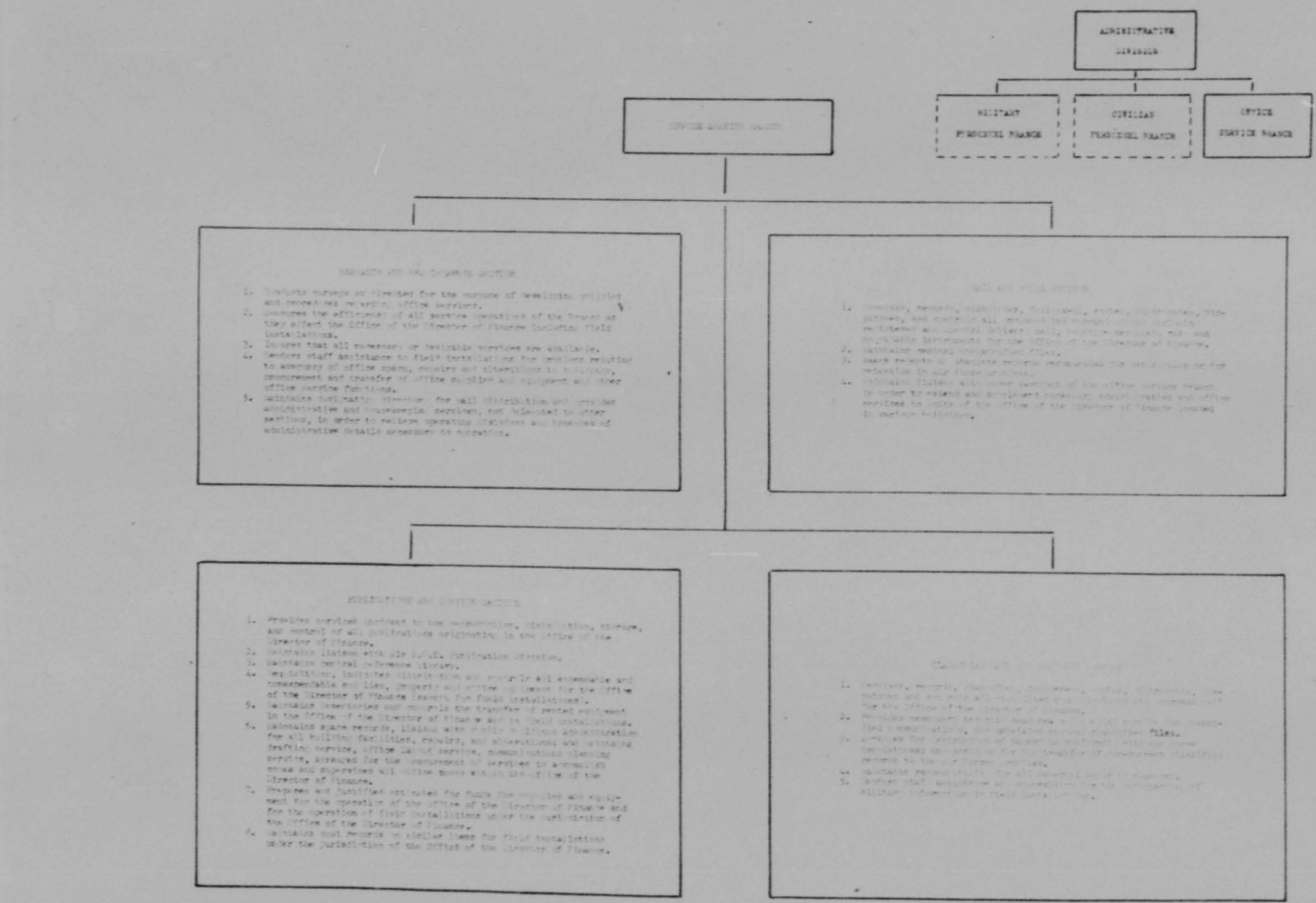

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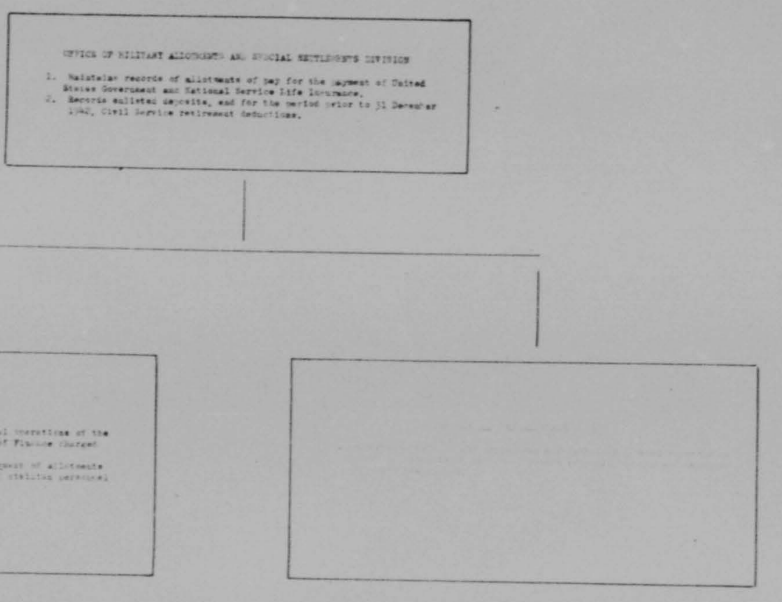

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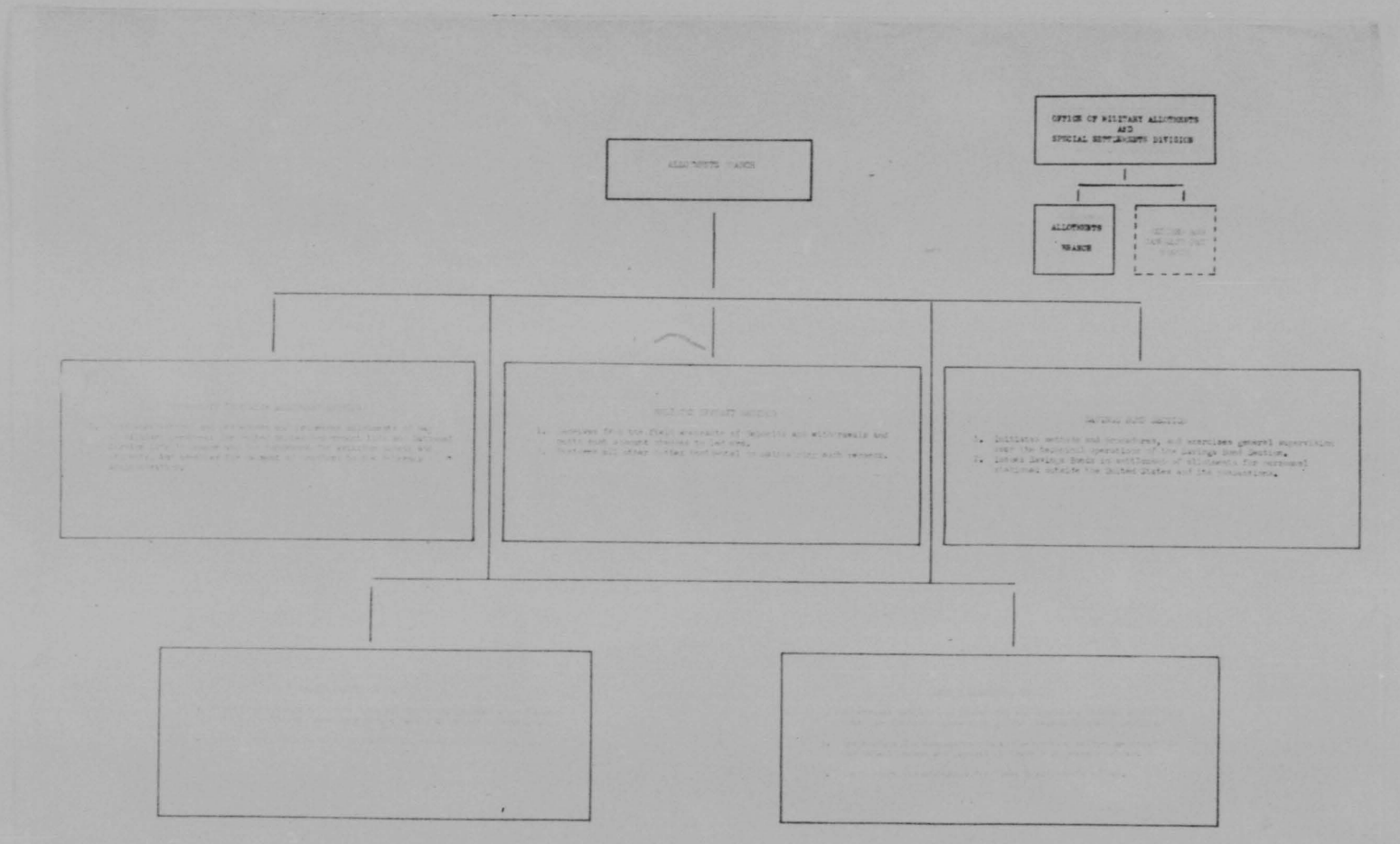

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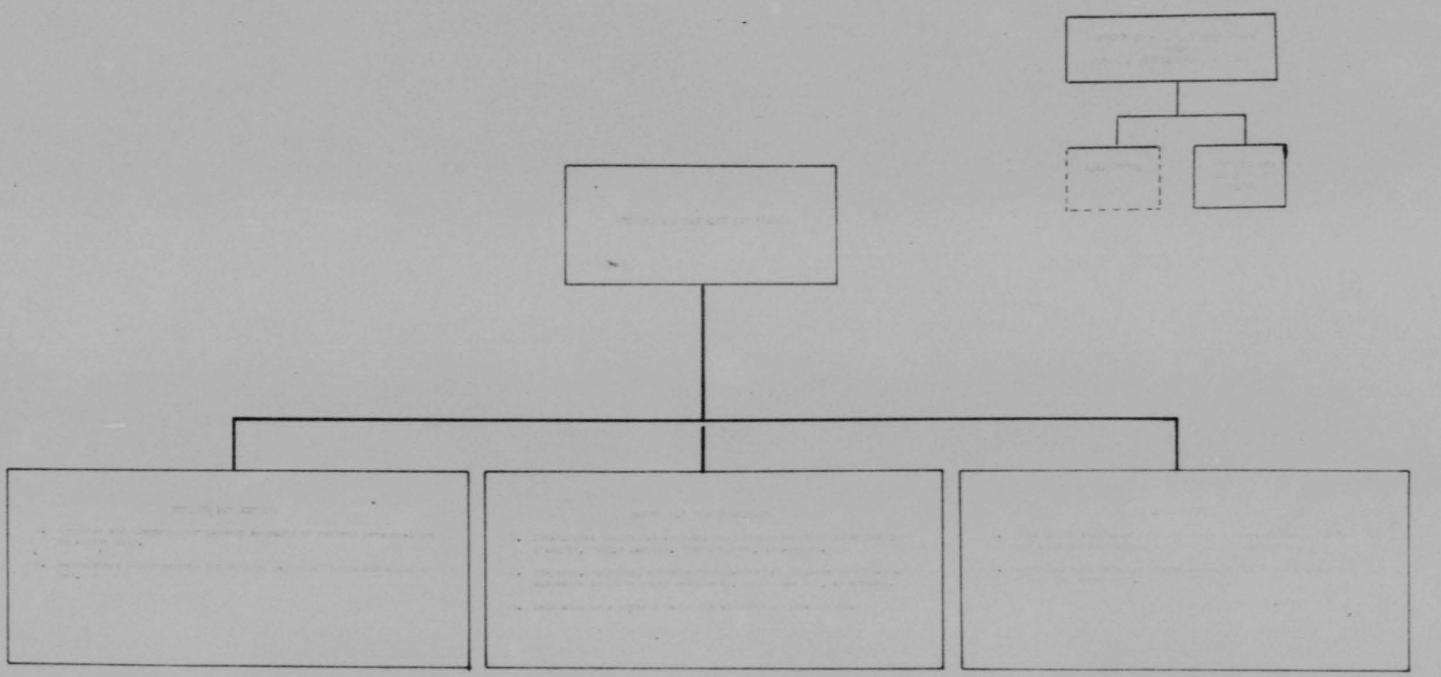

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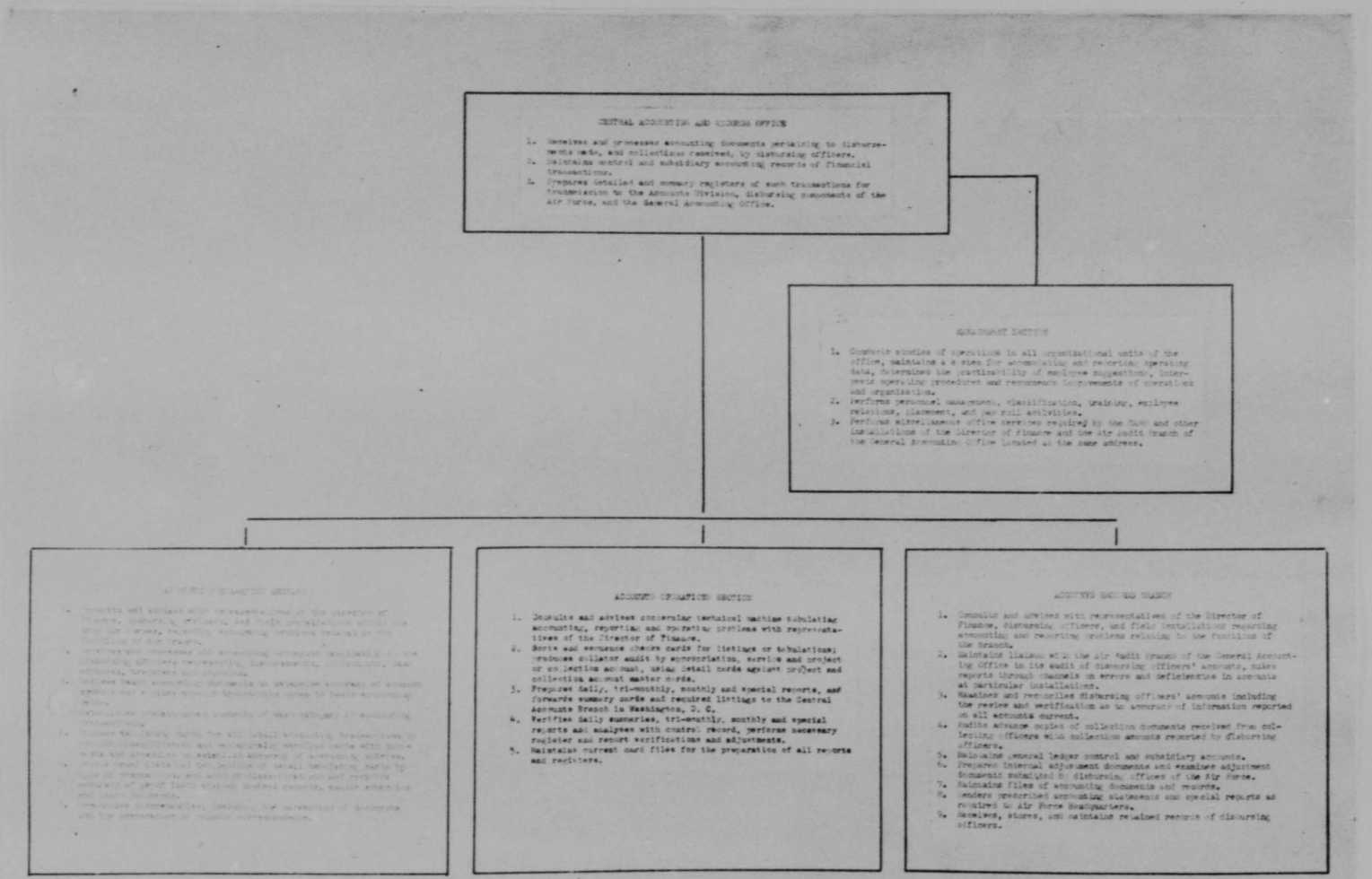

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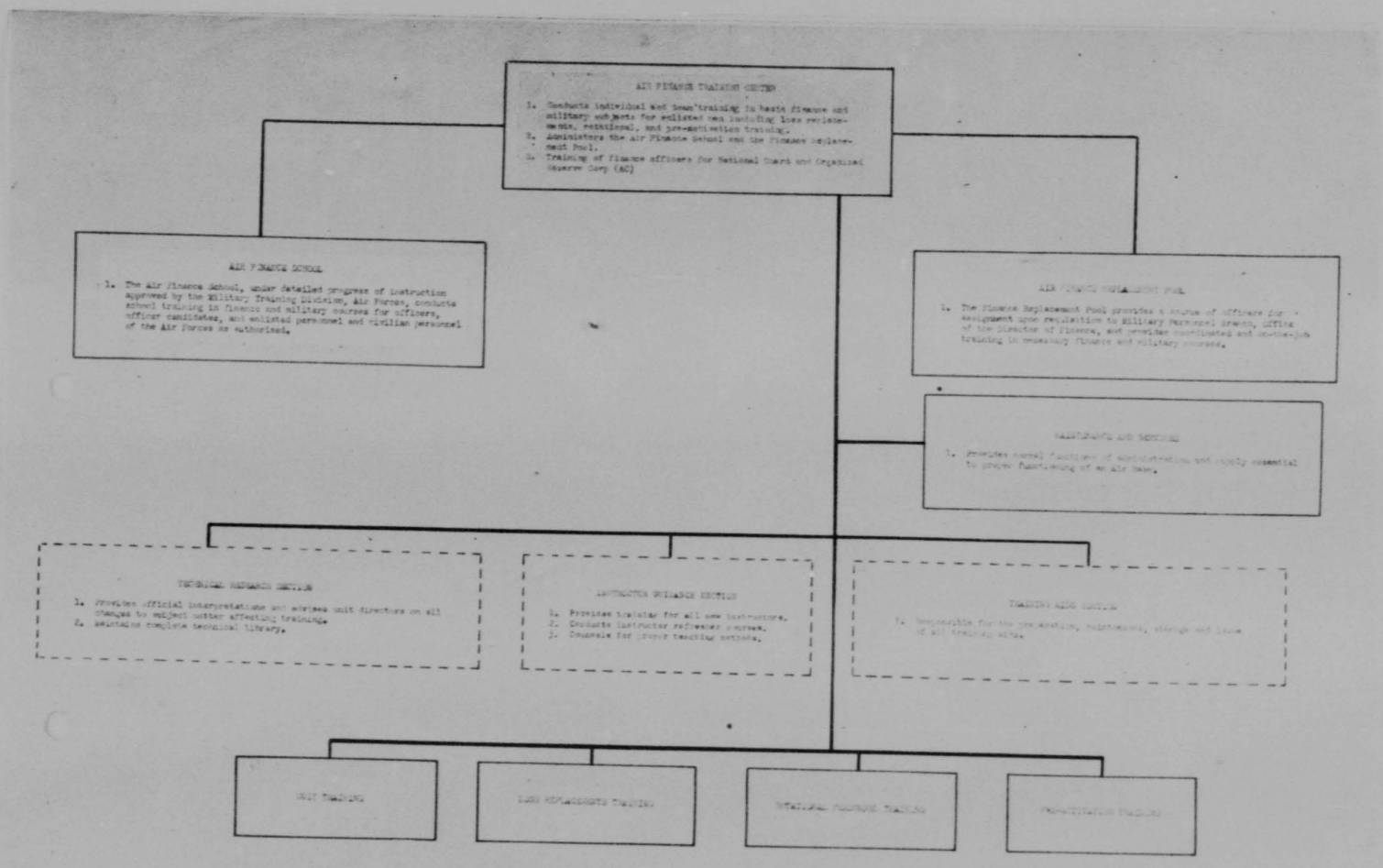

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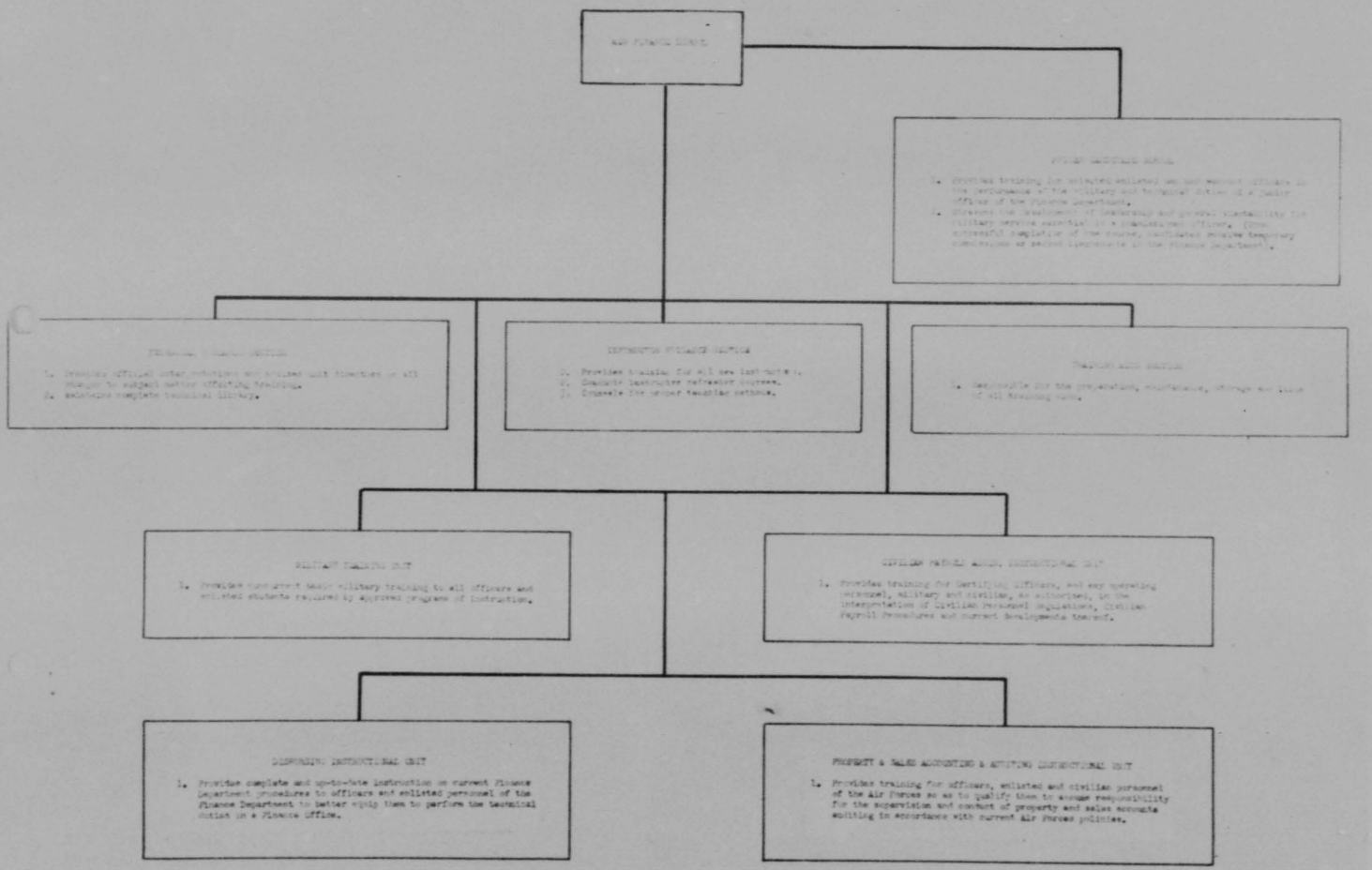

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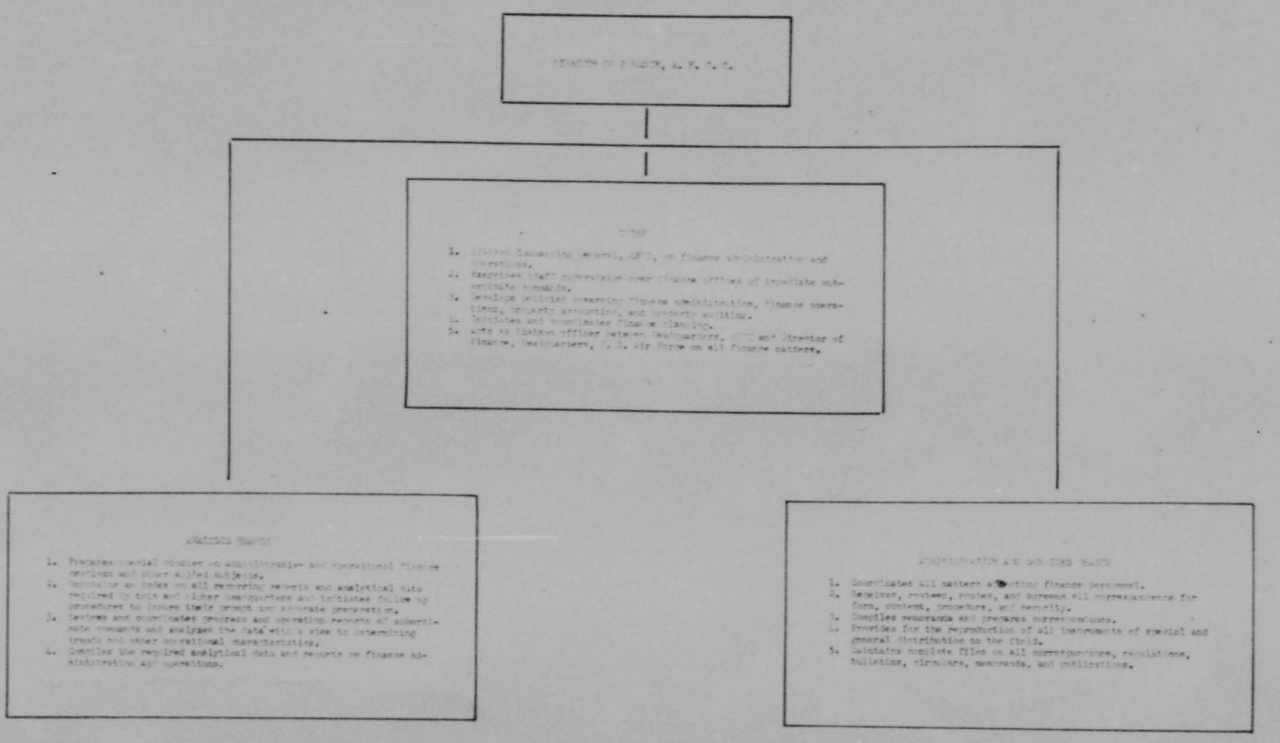

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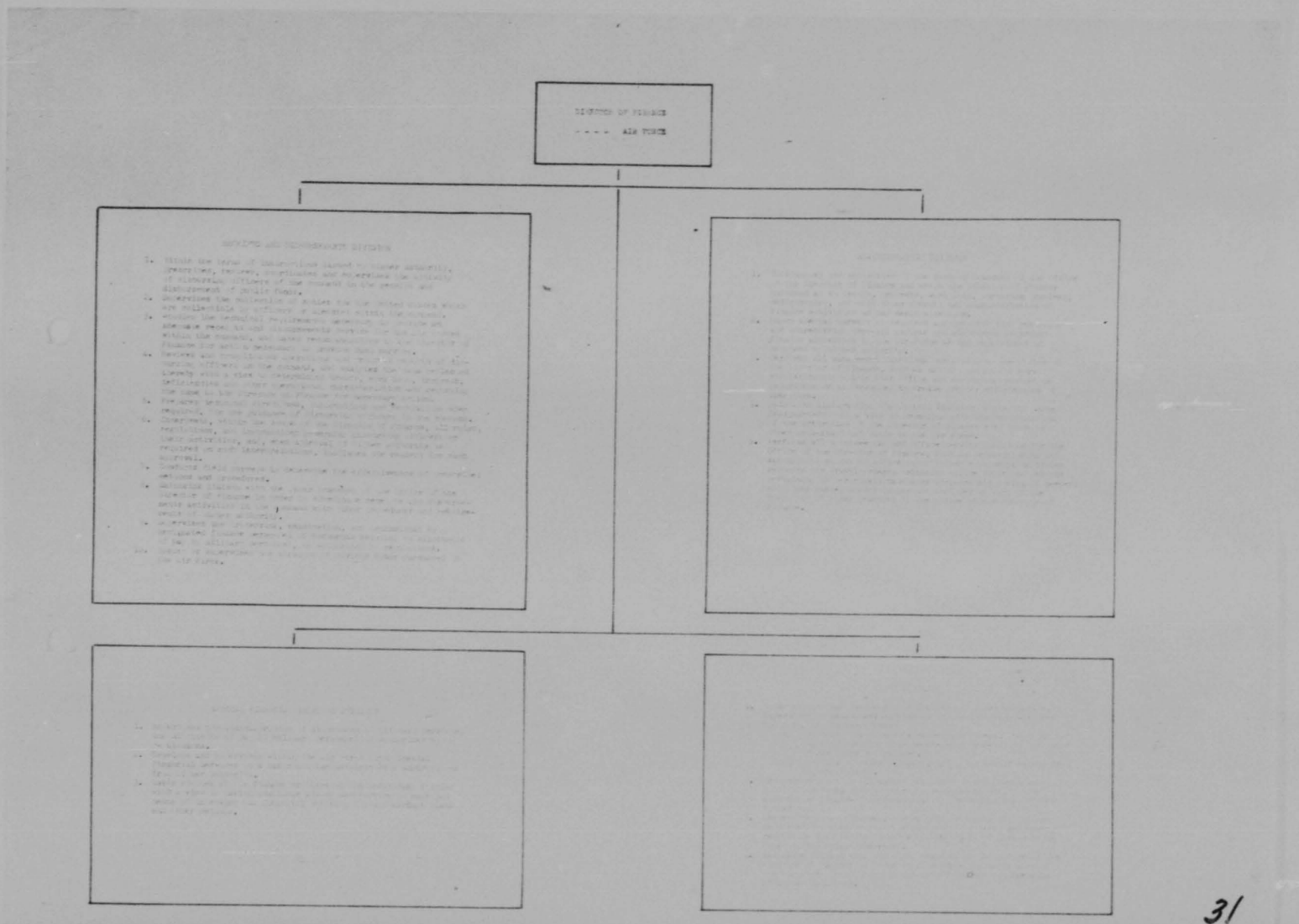

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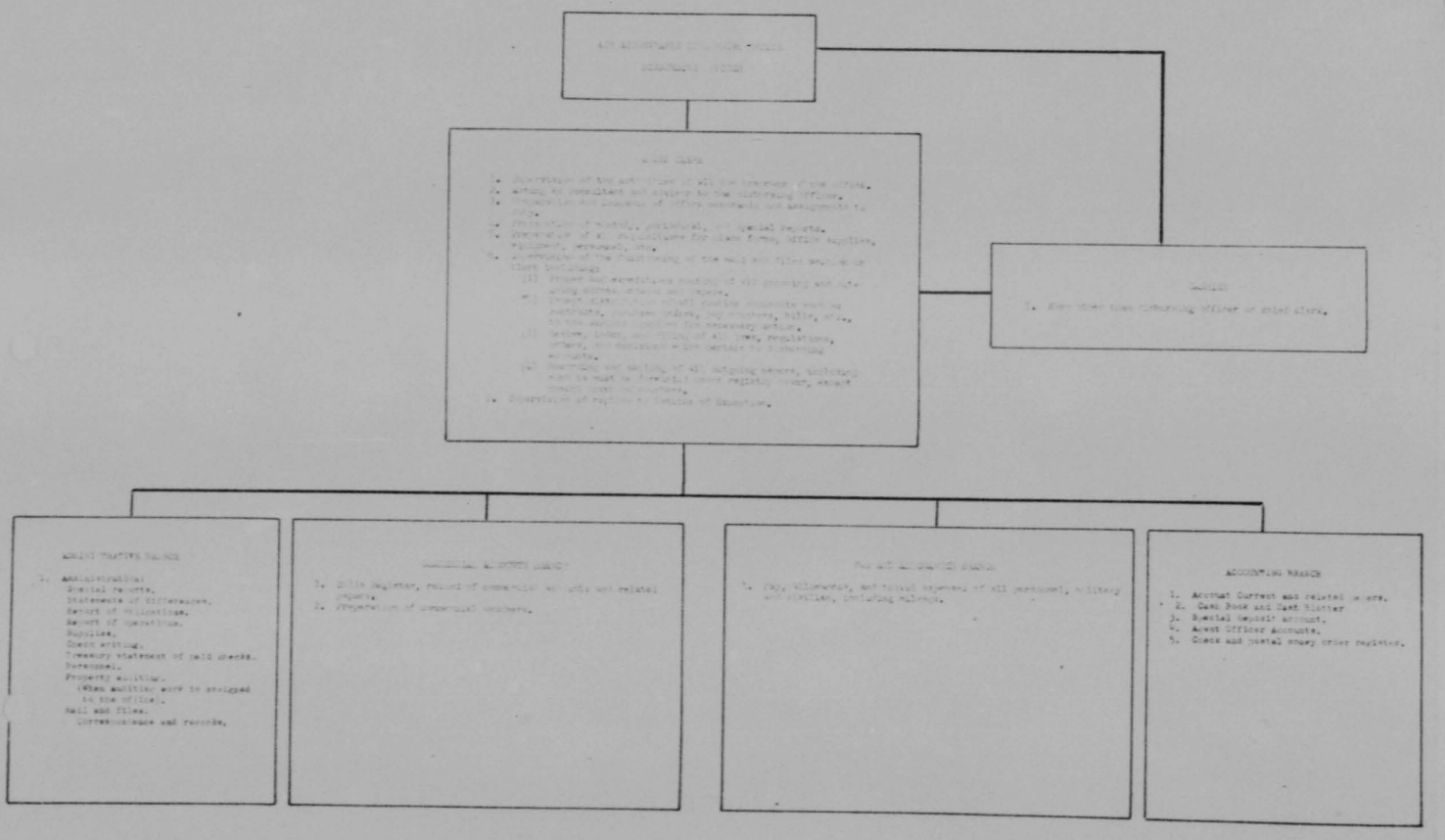

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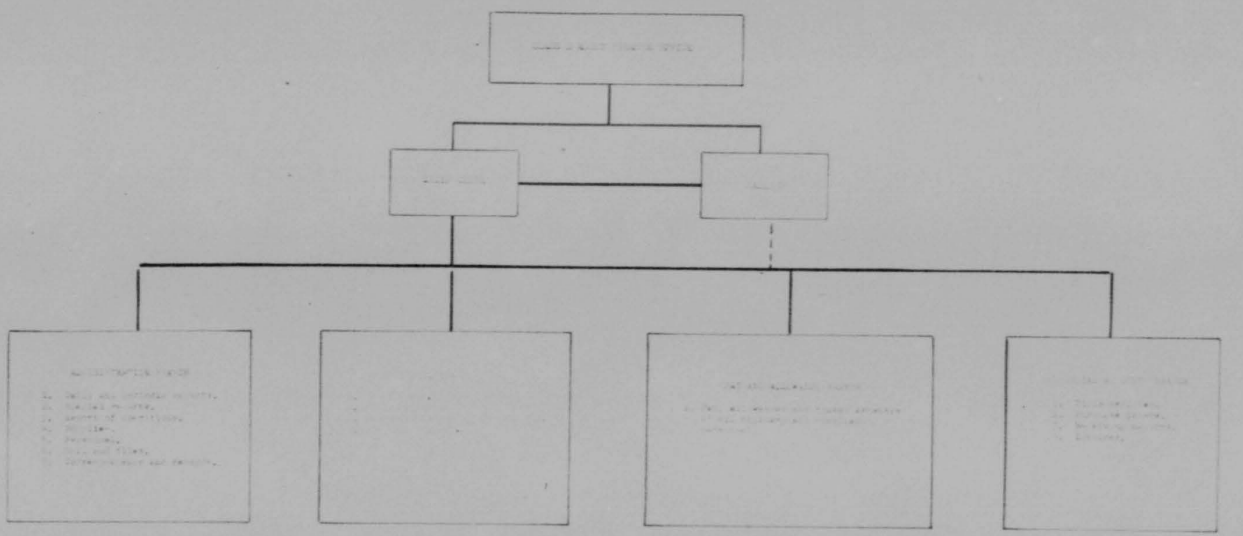

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P.R.C.

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rec'd from Col. Kasten, Air Finance Officer, 10-21-43

CONFERENCE OF FINANCE AND FISCAL OFFICERS
HOTEL L. SALLE, CHICAGO, ILLINOIS
27th, 28th, 29th, 30th, October 1943 ;

to be made

Remarks by Colonel W. H. Kasten, Air Finance Officer
Headquarters Army Air Forces, Washington, D. C.
Friday, 29 October 1943, Time: 0845 - 0905

1. The subject assigned to me for this occasion is: Duties and Functions of the Air Finance Officer. I will very briefly outline the present organization of Headquarters Army Air Forces:

Commanding General - Advisory Council
Chief of Air Staff - Management Control
Three (3) Deputy Chiefs of Air Staff
Six (6) Assistant Chiefs of Air Staff
Air Inspector
Air Surgeon
Budget and Fiscal Officer
Air Judge Advocate
Special Projects Officer

The six (6) Assistant Chiefs of Air Staff are designated:

(1) Personnel
(2) Intelligence
(3) Training
(4) Materiel, Maintenance and Distribution
(5) Operations, Commitments and Requirements
(6) Plans

The Air Finance Officer is on the staff of Assistant Chief of Air Staff, Materiel, Maintenance and Distribution.

2. The present organization and functions chart of the Army Air Forces, specifies the following duties and responsibilities of the Air Finance Officer, as pertains to Finance activities with the Army Air Forces:

a. Advises and makes recommendations to the AC/AS, Personnel.
b. Advises and makes recommendations to the AC/AS, Intelligence.
c. Advises and makes recommendations to the AC/AS, Training.
d. Advises and makes recommendations to the AC/AS, M&D.
e. Advises and makes recommendations to other offices of the Air Staff.
f. Initiates and encourages the development of new and improved methods in Finance, administrative and disbursing procedure within the Army Air Forces.
g. Maintains liaison with Finance activities in the several commands and air forces of the Army Air Forces, and with the Office of Fiscal Director, Army Service Forces.
h. Acts as liaison officer between Hqs. Army Air Forces and Office of Fiscal Officer, Army Service Forces.

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A brief explanation of each of the functions just outlined may help to clarify the position of the Air Finance Officer in relation to Army Air Forces commands and Office of the Fiscal Director, Army Service Forces.

3. a. The AC/AS, Personnel, has organized a section designated "Arms and Services Section", which is composed of one or more officers from each of the Special Services whose duties are to advise and recommend to the Operations Sections of AC/AS, Personnel, regarding all personnel matters pertaining to their branches. There is a Finance Officer on duty with the ASF&AF section of AC/AS, Personnel, to whom all Finance personnel matters are referred. This officer maintains very close liaison with the Office of the Air Finance Officer. The relations of my office with that of the AC/AS, Personnel, are very pleasant, due to 100% cooperation under the existing arrangement.

The Finance Officer on duty with the AC/AS, Personnel, is authorized to deal direct with Staff Finance Officers of the various Army Air Forces Commands, and will act upon information thus received. In cases of this nature, it is assumed that the Staff Finance Officers realize that it is definitely their responsibility to coordinate the matter with the A-1 of their staffs.

b. My office has practically no relations with the AC/AS, Intelligence, but is available for conference with that office if and when needed.

c. The AC/AS, Training, also has a section composed of one or more officers from each of the Special Services. The Finance Officer on duty in the AC/AS, Training, makes all arrangements in cooperation with my office, with the Fiscal Director, Army Service Forces, for the establishment of quotas allotted to the Army Air Forces for the training of Finance enlisted personnel at the Finance Replacement Training Center, Fort Benjamin Harrison, Indiana, and the Advanced Enlisted School, Wake Forest College, Wake Forest, North Carolina.

(1) Present plans call for the assignment of one hundred (100) Finance enlisted men direct from Reception Centers to the Finance Replacement Training Center at Fort Benjamin Harrison each month. These will definitely be earmarked for Air Corps and upon graduation will be available for assignment to Air Corps installations. This plan became effective beginning with September 1943 but due to the fact that the entire intake for the Army Air Forces for September and October has been absorbed by the volunteering of basic inductees for aviation cadet training, we were unable to fill the Benjamin Harrison quota for the months of September and October in the prescribed manner. It was therefore necessary to arrange for the filling of this quota through the Army Air Forces Training Command from unassigned personnel within that command. It is anticipated that the original plan will be followed henceforth.

(2) The existing arrangements give the Army Air Forces a quota of one hundred twenty (120) per month for assignment to the Advanced Enlisted Course, Wake Forest College, Wake Forest, North

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Carolina. This being an advanced course for enlisted men who have had field training, it is necessarily filled by the allotment of a monthly quota to each Army Air Forces command. This quota is allotted each month so as to meet existing conditions.

(3) The allotment of a quota to Army Air Forces commands for the Army Finance Officer Candidate School at Duke U. is arranged for through the Office of Fiscal Director, Army Service Forces. Upon graduation of a class, a portion of the graduates are made available to the Army Air Forces and station assignments are furnished.

Finance Officers on duty with the Army Air Forces are also made available to attend Finance Officer Refresher Courses and Fiscal Courses whenever such classes are organized by the Fiscal Director, Army Service Forces. Chiefly at Duke U.

d. The Air Finance Officer, being on the staff of the AC/AS, M&D, it is my duty to make recommendations as to the organization, equipping and logistical use of Finance units in the Army Air Forces. Tables of Organization, as pertains to Finance Sections, are studied and recommendations made for changes. It is realized that the accomplishment of desired changes is a long and delayed process but the Finance Section is only a part of the entire T/O and of course cannot be published until the equipment for all other Special Services is determined and coordinated, regarding procurement, availability, and so forth, with sections not only in the Army Air Forces but with sections of the Army Service Forces. This is due to the fact that procurement sections of the Army Service Forces are assigned the responsibility of actually obtaining a large portion of the equipment listed.

e. Other offices of the Air Staff refer many matters peculiar to Army Air Forces Finance service to my office and action is immediately taken to recommend procedure for a solution of the problem.

f. New and improved methods of preparing vouchers, writing orders, preparing reports, and accounting for funds have been recommended by Finance Officers of various Army Air Forces commands and have been forwarded by my office to the Fiscal Director, Army Service Forces. These have been graciously received in the Office of Fiscal Director and in most every instance proper action has been taken to change regulations or otherwise initiate action to accomplish the desired results.

Examples, descriptions, reports on?

g. In order to perform the foregoing functions it is not only necessary to maintain very close liaison with the Office of the Fiscal Director, Army Service Forces, but frequent and regular inspection trips are made to the Headquarters of all Army Air Forces commands in order to become familiar with the actual field problems so as to assist in the development of plans to render efficient Finance service with the least possible delay and with the elimination of all unnecessary red tape.

h. As indicated previously, all matters pertaining to the overall policy of Finance procedure are continuously coordinated with the Office of the Fiscal Director, Army Service Forces. The coop-

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eration received is very satisfactory and appreciated.

4. There has been confusion and misunderstanding as to the responsibility of Service Commands for Finance activities at installations of the Army Air Forces. Very definite decisions have been rendered stating that the responsibility of Service Commands are confined to technical supervision only. A recent example is a directive sent out by one of the Service Commands to all stations within the Service Command including Army Air Force installations authorizing the promotion of first three graders of the Finance Department at posts, camps, and stations. This is a function and responsibility of Army Air Forces commands at installations within their commands. Posts, camps, and stations should not be confused by such misdirected instructions. Consideration is being given a plan to relieve Service Commands of technical supervision of Finance activities of the Army Air Forces. The Office of Fiscal Director has suggested that they publish a definition of "Technical Supervision" with a view of clarifying the responsibility of the Service Commands.

5. The following figures are offered to give you an idea as to the magnitude of the problem involved in rendering Finance service to the Army Air Forces. These figures pertain only to Finance personnel on duty at Army Air Forces installations within the continental limits of the United States: (As of 30 September 1943)

Finance Officers on duty with AAF:	824
Warrant Officers on duty with AAF:	143
Finance Enlisted Men on duty with AAF:	6043
Civilian Employees on duty with AAF:	1397
Accountable Disbursing Offices	139
Class B Agent Offices	207
Class A Agent Offices	65
Administrative Finance Offices	28

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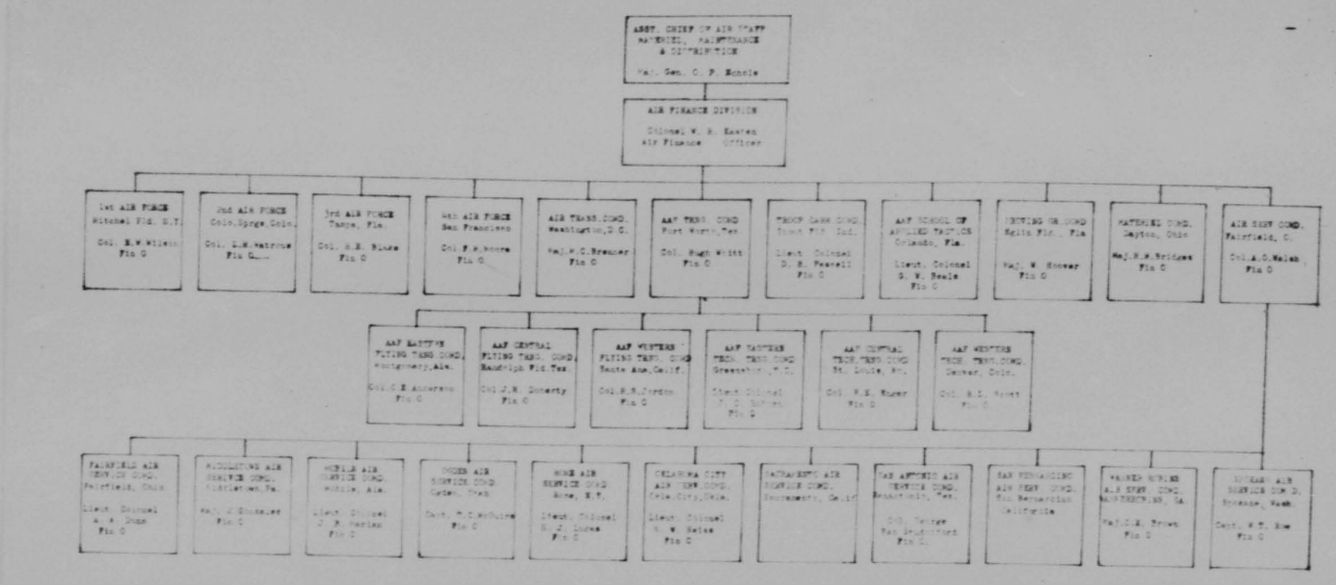

Exempted stations —
e.g. Bolling
Flight Control Cmd
Marietta Air Prod
Depot?

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rec'd from Col. Kasten, Air Finance Officer, 10-21-43

AAF finance matters to be taken up — see esp. pp. 3, 5, + 6

PROGRAM

"OUR JOB FROM NOW ON"

FISCAL CONFERENCE

27, 28, 29, AND 30 OCTOBER 1943

HOTEL LaSALLE

CHICAGO, ILLINOIS

PURPOSE - - TO REVIEW PRESENT PROCEDURES, POLICIES AND PROBLEMS, AND TO DISCUSS FUTURE PLANS.

OFFICE OF THE FISCAL DIRECTOR

HEADQUARTERS, ARMY SERVICE FORCES

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TO THE CONFEREES

"OUR JOB FROM NOW ON" IS THE KEYNOTE OF THIS CONFERENCE.

EXCELLENT PROGRESS HAS BEEN MADE IN COORDINATING ALL OF THE ELEMENTS OF THIS OFFICE FOLLOWING THE RECENT CONSOLIDATION OF THE FISCAL AND FINANCE ACTIVITIES OF THE ARMY. WE AIM AT THIS CONFERENCE TO DEVELOP A STILL BETTER MUTUAL UNDERSTANDING OF OUR OBJECTIVES AND TO LAY A SOUND FOUNDATION FOR THE FUTURE.

"OUR JOB FROM NOW ON" CAN ONLY MEAN THE SUM TOTAL OF WHAT EACH OF US CONTRIBUTES.

A. H. CARTER,
MAJOR GENERAL, G.S.C.,
FISCAL DIRECTOR.

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FIRST DAY

TUESDAY 27 OCTOBER 1942

SIGNING REGISTER - ORIENTATION		1130 - 1200
LUNCHEON		1200 - 1255
OPENING	MAJ. GEN. R. H. CARTER FISCAL DIRECTOR ARMY SERVICE FORCES	1255 - 1300
WELCOME	MAJ. GEN. HENRY S. AURAND COMMANDING GENERAL SIXTH SERVICE COMMAND	1300 - 1315
PURPOSE OF THE CONFERENCE	MAJ. GEN. R. H. CARTER	1315 - 1330
ADDITIONAL RESPONSIBILITIES OF FINANCE OFFICERS IN THEATRES OF	MAJ. GEN. H. K. LOUDON CHIEF OF FINANCE OFFICE OF THE FISCAL DIRECTOR	1330 - 1345
CHAIRMAN	BRIG. GEN. R. P. HUEBNER DEPUTY DIRECTOR AND ASSISTANT CHIEF OF FINANCE OFFICE OF THE FISCAL DIRECTOR	
OPENING REMARKS AND INSTRUCTIONS	CHAIRMAN	1345 - 1355
ORGANIZATION AND FUNCTIONS OF THE OFFICE OF THE FISCAL DIRECTOR	COL. V. T. JOHNSON EXECUTIVE OFFICER OFFICE OF THE FISCAL DIRECTOR	1355 - 1415

FISCAL & FINANCE ACTIVITIES, HQ'S UNITED SERVICE COMMANDS

ORGANIZATION AND FUNCTIONS OF FISCAL OFFICES, HEADQUARTERS, SERVICE COMMAND	COL. C. P. HUTCHINS CHIEF, FISCAL BRANCH FIRST SERVICE COMMAND BOSTON, MASSACHUSETTS	1415 - 1435
RESPONSIBILITY OF FISCAL OFFICERS TO SERVICE COMMANDERS WITH RESPECT TO FISCAL AFFAIRS AND MANAGEMENT	COL. O. C. EARLE CHIEF, FISCAL BRANCH SECOND SERVICE COMMAND GOVERNORS ISLAND, NEW YORK	1435 - 1455
BUDGET AND FUND CONTROL AND ACCOUNTING	COL. C. NEWTON CHIEF, FISCAL BRANCH FOURTH SERVICE COMMAND ATLANTA, GEORGIA	1455 - 1515

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FIRST DAY (CONTINUED)

WEDNESDAY 27 OCTOBER 1943

AUDITING ACTIVITIES - PROPERTY AND QUASI-OFFICIAL FUNDS, CIRCULAR 412, W. D., 1942	COL. E. J. O'HARA CHIEF, FISCAL BRANCH NINTH SERVICE COMMAND SALT LAKE CITY, UTAH	1515 - 1535
COMMERCIAL ACCOUNTS - PREPARATION OF FORM 1034 - CONTRACTS.	COL. H. A. GAFFNEY CHIEF, FISCAL BRANCH FIFTH SERVICE COMMAND COLUMBUS, OHIO	1535 - 1555
RECESS		1555 - 1605
PERSONNEL PROBLEMS.	LT. COL. A. J. TAGLIABUE CHIEF, FISCAL BRANCH SIXTH SERVICE COMMAND CHICAGO, ILLINOIS	1605 - 1625
RELATIONSHIP WITH DISBURSING OFFICERS OF SERVICE COMMAND.	COL. T. H. CHANEERS CHIEF, FISCAL BRANCH THIRD SERVICE COMMAND BALTIMORE, MARYLAND	1625 - 1645
BUDGET AND FISCAL ACTIVITIES AIR TRAINING COMMAND	LT. COL. C. HAYS FISCAL OFFICER ARMY AIR FORCE TRAINING COMMAND FORT WORTH, TEXAS	1645 - 1705
RELATIONSHIP WITH FISCAL OFFICERS, POSTS, CAMPS, AND STATIONS.	COL. B. E. SAUVER CHIEF, FISCAL BRANCH EIGHTH SERVICE COMMAND DALLAS, TEXAS	1705 - 1725
ORGANIZING TO MEET FINANCIAL REPORTING REQUIREMENTS.	LT. COL. R. W. STIKA CHIEF, FISCAL BRANCH SEVENTH SERVICE COMMAND OMAHA, NEBRASKA	1725 - 1745
BUDGET AND FISCAL ACTIVITIES SECOND AIR FORCE	COL. LEE R. WATROUS, JR. FINANCE OFFICER SECOND AIR FORCE COLORADO SPRINGS, COLORADO	1745 - 1805

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SECOND DAY

THURSDAY 28 OCTOBER 1943

CHAIRMAN - BRIG. GEN. R. P. HUEPER

OPENING	CHAIRMAN	0830 - 0845
ORGANIZATION AND FUNCTIONS ARMY REGIONAL ACCOUNTING OFFICE	LT. COL. M. S. HUDTLOFF CHIEF, ARMY REGIONAL ACCOUNTING OFFICE, CHICAGO, ILLINOIS.	0845 - 0905
FIELD OPERATIONS OF THE GENERAL ACCOUNTING OFFICE	MR. E. W. BELL CHIEF, AUDIT DIVISION, G.A.O. WASHINGTON, D. C.	0905 - 0925
FISCAL ACCOUNTING PROBLEMS AND OVERALL PRINCIPLES OF DECENTRALIZATION	COL. H. W. H. BURROWS CHIEF, ACCOUNTS DIVISION OFFICE OF THE FISCAL DIRECTOR	0925 - 0945
QUESTIONS AND SUMMARIZATION	COL. ANDREW STEWART DEPUTY DIRECTOR, OFFICE OF THE FISCAL DIRECTOR	0945 - 1015

FINANCE OFFICES, U. S. ARMY - ORGANIZATION, FUNCTIONS AND OPERATIONS

ORGANIZATION OF A FINANCE OFFICE, U. S. ARMY	COL. A. C. HARDEN FINANCE OFFICE, U. S. ARMY PHILADELPHIA, PENNSYLVANIA	1015 - 1035
R E C E S S		1035 - 1045
PAY AND ALLOWANCES-MILITARY PERSONNEL	COL. F. PEARSON FINANCE OFFICE, U. S. ARMY OMAHA, NEBRASKA	1045 - 1105
PAY AND ALLOWANCES-CIVILIAN PERSONNEL-WAR BONDS, TAX DEDUCTIONS, CIRCULAR 412, W. D., 1942	LT. COL. N. S. RUTH FINANCE OFFICE, U. S. ARMY BOSTON, MASSACHUSETTS	1105 - 1125
COMMERCIAL ACCOUNTS - UNPAID ACCOUNTS. PROCEDURE FOLLOWED. PREPARATION OF FORM 1034	COL. H. D. AYERS FINANCE OFFICE, U. S. ARMY CHICAGO, ILLINOIS	1125 - 1145
RELATIONSHIP WITH AGENT OFFICERS, CASH SALE OF WAR BONDS - PAYMENTS, ETC.	COL. J. SCOTT FINANCE OFFICE, U. S. ARMY COLUMBUS, OHIO	1145 - 1205
ANNOUNCEMENTS	CHAIRMAN	1205 - 1215
L U N C H		1215 - 1345

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SECOND DAY (CONTINUED)

THURSDAY, 28 OCTOBER 1943

CHAIRMAN - BRIG. GEN. R. M. PUTTER

RELATIONSHIP WITH OTHER ACTIVITIES AND WITH VENDORS	COL. F. RICHARDS FINANCE OFFICE, U. S. ARMY ATLANTA, GEORGIA	1340 - 1405
SPECIAL ACTIVITIES - PORT OF EMBARKATION	LT. COL. P. FEINBERG FINANCE OFFICE, U. S. ARMY NEW YORK, NEW YORK	1405 - 1425
PERSONAL TRANSFER ACCOUNTS	COL. R. M. BRADSHAW FINANCE OFFICE, U. S. ARMY SAN FRANCISCO, CALIFORNIA	1425 - 1445
TRAINING OF CIVILIAN PERSONNEL	COL. J. W. DANBOY FINANCE OFFICE, U. S. ARMY FT. SAM HOUSTON, TEXAS	1445 - 1505
MOTION PICTURE AND RECESS		1505 - 1545
[redacted] FINANCE ACTIVITIES, AIR TRAINING COMMAND	COL. J. M. DOHERTY FINANCE OFFICER CENTRAL FLYING TRAINING COMMAND RANDOLPH FIELD, TEXAS	1545 - 1605
FISCAL AND FINANCE ACTIVITIES, AIR SERVICE COMMAND	COL. A. D. WALSH FINANCE OFFICER AIR SERVICE COMMAND Patterson FIELD, OHIO	1605 - 1625
CIRCULAR 412, W. D., 1942	LT. COL. B. E. PALMER CAPT. J. NORTON II MR. C. C. TAYLOR OFFICE OF THE FISCAL DIRECTOR	1625 - 1705
ARMY DISBURSING PROBLEMS AS SEEN FROM THE OFFICE OF THE FISCAL DIRECTOR. A REVIEW OF SUGGESTIONS AND COMMENTS	COL. E. V. MCLAREN CHIEF, RECEIPTS AND DISBURSEMENTS DIVISION, OFFICE OF THE FISCAL DIRECTOR	1705 - 1725
RELATIONSHIP OF THE FISCAL DIRECTOR WITH OFFICE OF THE COMPTROLLER GENERAL AND THE GENERAL ACCOUNTING OFFICE	COL. K. C. ROYALL DEPUTY DIRECTOR OFFICE OF THE FISCAL DIRECTOR	1725 - 1745
CLOSING	CHAIRMAN	1745 - 1805

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THIRD DAY

MONDAY 25 OCTOBER 1943

CHAIRMAN - BRIG. GEN. J. F. REEDER

OPENING	CHAIRMAN	0830 - 0845
DUTIES AND FUNCTIONS OF THE AIR FINANCE OFFICER	COL. W. H. KASTEN AIR FINANCE OFFICER HEADQUARTERS, ARMY AIR FORCES	0845 - 0905
TERMINATION ACCOUNTING MANUAL FOR FIXED-PRICE SUPPLY CONTRACTS	COL. J. W. McCAGHREN CHIEF, AUDIT DIVISION OFFICE OF THE FISCAL DIRECTOR	0905 - 0925
RECENT DEVELOPMENTS IN SIMPLIFICATION AND STANDARDIZATION OF PROPERTY AUDIT - PRINCIPLES INVOLVED.	COL. M. H. FORBES CHIEF, PROPERTY AUDIT ACCOUNTING BRANCH, AUDIT DIVISION OFFICE OF THE FISCAL DIRECTOR	0925 - 0945
PLANS FOR DEMOBILIZATION	COL. H. F. CHRISMAN CHIEF, REQUIREMENTS AND SERVICE BRANCH, RECEIPTS & DISBURSEMENTS DIVISION OFFICE OF THE FISCAL DIRECTOR	0945 - 1015
TAXES	CAPTAIN K. S. REANCE ACCOUNTS DIVISION OFFICE OF THE FISCAL DIRECTOR	1015 - 1045
R E C E S S		1045 - 1055
BROAD STATEMENTS AS TO OVERSEAS FISCAL PROBLEMS	MAJ. H. S. PATTON FOREIGN FISCAL AFFAIRS BRANCH RECEIPTS & DISBURSEMENTS DIVISION OFFICE OF THE FISCAL DIRECTOR	1055 - 1115
ARMY WAR BOND DIVISION	LT. COL. J. H. REES CHIEF, WAR BOND DIVISION CHICAGO, ILLINOIS	1115 - 1135
ARMY WAR BOND OFFICE	LT. COL. H. M. BURNETT CHIEF, ARMY WAR BOND OFFICE CHICAGO, ILLINOIS	1135 - 1155
PAY ALLOTMENTS	LT. COL. D. H. TYSON CHIEF, PAY ALLOTMENTS DIVISION OFFICE OF THE FISCAL DIRECTOR	1155 - 1215
L U N C H		1215 - 1400

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THIRD DAY (CONTINUED)

FRIDAY 29 OCTOBER 1943

CHAIRMAN - BRIG. GEN. R. P. KLEPSER

OFFICE OF DEPENDENCY BENEFITS	BRIG. GEN. H. N. GILBERT DIRECTOR, OFFICE OF DEPENDENCY BENEFITS, NEWARK, NEW JERSEY	1400 - 1430
FISCAL TRAINING	COL. E. J. BEAM COMMANDANT, ARMY FINANCE SCHOOL DUKE UNIVERSITY DURHAM, NORTH CAROLINA	1430 - 1450
RECESS		1450 - 1500
FISCAL CONTROL, ARMY SERVICE FORCES	COL. E. M. FOSTER CHIEF, FISCAL CONTROL BRANCH OFFICE OF THE FISCAL DIRECTOR	1500 - 1530
FISCAL CONTROL, ARMY AIR FORCES	ARMY AIR FORCE OFFICER	1530 - 1550
MOTION PICTURE		1550 - 1620
SPECIAL FINANCIAL SERVICES NECESSITATED BY THE WAR EFFORT	COL. J. C. MCCINCH CHIEF, SPECIAL FINANCIAL SERVICES DIVISION OFFICE OF THE FISCAL DIRECTOR	1620 - 1640
QUESTIONS		1640 - 1725
CLOSING COMMENTS	MAJ. GEN. A. H. CARTER	1725 - 1755
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FOURTH DAY

SATURDAY 30 OCTOBER 1943

VISITS TO THE FOLLOWING CLASS IV INSTALLATIONS OF THE OFFICE OF THE FISCAL DIRECTOR:

WAR BOND DIVISION

ARMY WAR BOND OFFICE

ARMY REGIONAL ACCOUNTING OFFICE

THOSE PRESENT AT THE CONFERENCE WILL BE DIVIDED INTO THREE GROUPS, EACH GROUP VISITING ONE OF THE THREE OFFICES AS FOLLOWS:

INSTALLATION	GROUP I	GROUP II	GROUP III
WAR BOND DIVISION	0900	1030	1200
ARMY WAR BOND OFFICE	1030	1200	0900
ARMY REGIONAL ACCOUNTING OFFICE	1200	0900	1030

END OF CONFERENCE - 1330

CONFERENCE COMMITTEE

M. C. TROFER, COLONEL, F.D., CHAIRMAN

H. F. CHRISMAN, COLONEL, F.D.
E. T. JOHNSON, MAJOR, F.D.
L. H. COLEMAN, CAPTAIN, F.D.

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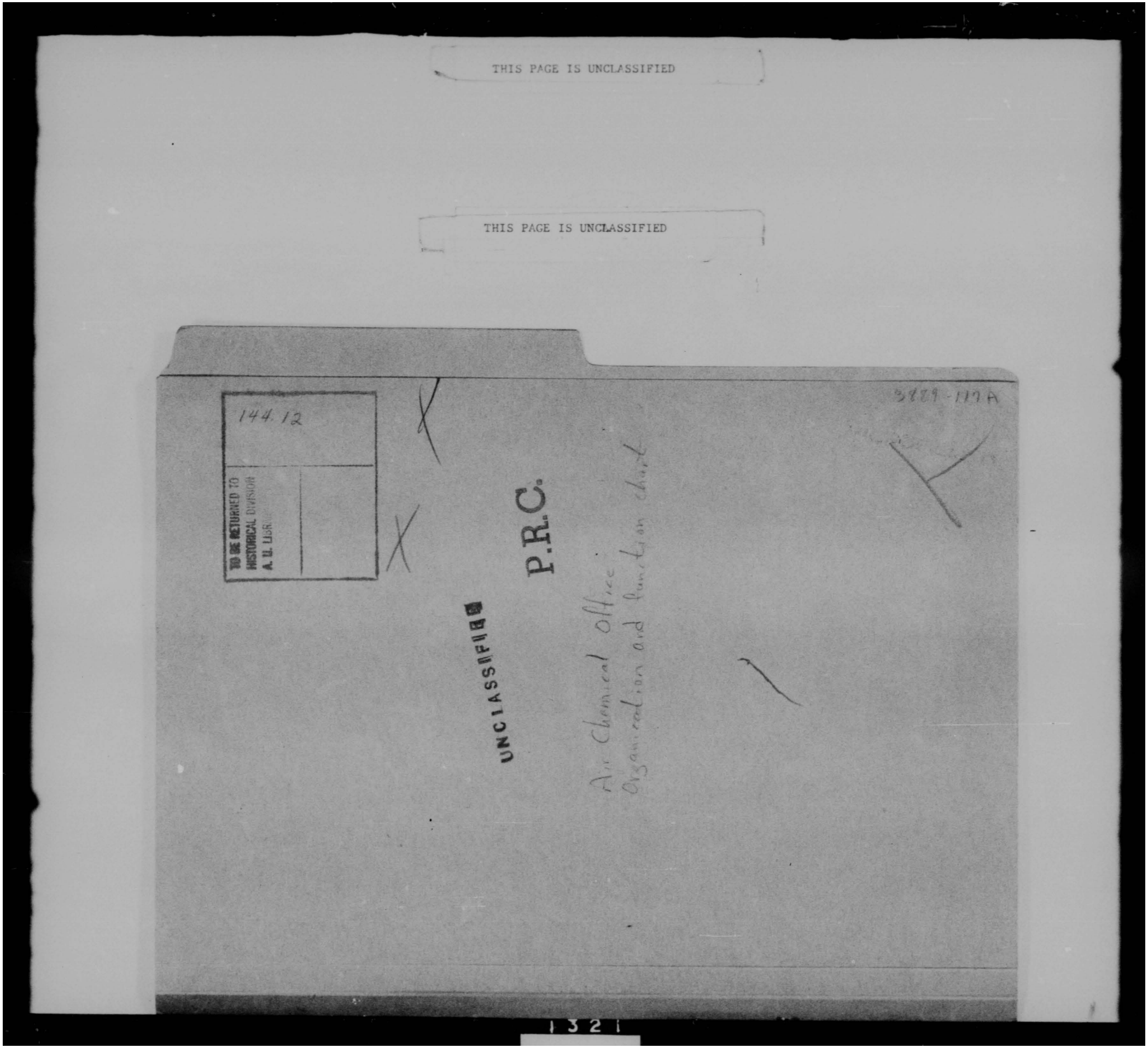

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HEADQUARTERS AR[illegible]IR FORCES
CHEMICAL SECTION

CHEMICAL OFFICER (a)
1. Commands section
2. Supervises and co-ordinates work of entire section.

EXECUTIVE ASSISTANTS (c)
1. Performs clerical and stenographic work for Executive and Chemical Officer.

EXECUTIVE [illegible]FICER (b)
1. Assistant to Chemical Officer.
2. Co-ordinates all divisions and sections.
3. Recommends chemical units for Task Forces.

ADMINISTRATIVE
Chief Clerk (d)
1. General supervision of office
2. Mail and records.
3. Office supply and property.
4. Funds and financial reports.
5. Supervises activities of the
6. Civilian personnel records a
7. Prepares and submits Daily D
8. Miscellaneous office duties.

Administrative Assistants (e)
1. Work as directed by Chief Cl

EQUIPMENT AND SUPPLY DIVISION

Chief of Division (f)
1. Supervises, co-ordinates and is responsible for all activities of the Division.

Administrative Assistant (c)
1. Performs clerical and stenographic work for Chief of Division.

ORGAN
Chief of
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PLANNING SECTION

Chief of Section (g)
1. Prepares T/BA's for new types of Air Force chemical units.
2. Recommends changes in T/BA's and T/A allowances for chemical equipment and supplies.
3. Reviews suggestions for changes in authorized allowances of chemical equipment and supplies to the Army Air Forces.
4. Reviews requests for non-standard chemical equipment and supplies and

OPERATIONS SECTION

Chief of Section (g)
1. Keeps an up-to-date record of the status of chemical supply and equipment of both tactical and service units.
2. Checks on flow of chemical supplies and equipment to tactical and service units.
3. Recommends changes in priorities among chemical units for receipt of controlled items of equipment.

INTELLIGENCE AND INFORMATION SECTION

Chief of Section (g)
1. Maintains up-to-date information of foreign use and development of chemical organizations, equipment and technique.
2. Maintains close liaison with Office, Chief of Chemical Warfare Service, A-2, and G-2's of War Department and Ground Forces, regarding developments in chemical warfare.
3. Prepares chemical warfare digests and summaries of information for

PLANNING SECTI
Chief of Section (g)
1. Prepares T/O's for new t
units.
2. Recommends appropriate c
existing T/O's for chemi
3. Makes studies of and rec
personnel requirements t
of Air Force increases a
organization.
4. Prepares chemical sectio
Force training directive

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HEADQUARTERS AIR FORCES
CHEMICAL SECTION

CHEMICAL OFFICER (a)
1. Commands section
2. Supervises and co-ordinates work of entire section.

EXECUTIVE ASSISTANTS (a)
1. Performs clerical and stenographic work for Executive and Chemical Officer.

EXECUTIVE OFFICER (b)
1. Assistant to Chemical Officer.
2. Co-ordinates all divisions and sections.
3. Recommends chemical units for Task Forces.

ADMINISTRATIVE DIVISION

Chief Clerk (d)
1. General supervision of office routine.
2. Mail and records.
3. Office supply and property.
4. Funds and financial reports.
5. Supervises activities of the office civilian personnel.
6. Civilian personnel records and ratings.
7. Prepares and submits Daily Diary.
8. Miscellaneous office duties.

Administrative Assistants (e)
1. Work as directed by Chief Clerk.

DIVISION

is responsible
vision.

phic work for

ORGANIZATION, TRAINING AND PERSONNEL DIVISION

Chief of Division (f)
1. Supervises, co-ordinates and is responsible for all activities of the Division.

Administrative Assistant (c)
1. Performs clerical and stenographic work for Chief of Division.

OPERATIONS SECTION

of Section (g)
eps an up-to-date record of the
tus of chemical supply and equip-
t of both tactical and service
its.
cks on flow of chemical supplies
d equipment to tactical and service
its.
commends changes in priorities among
mical units for receipt of con-
lled items of equipment.

INTELLIGENCE AND INFORMATION SECTION

Chief of Section (g)
1. Maintains up-to-date information of foreign use and development of chemical organizations, equipment and technique.
2. Maintains close liaison with Office, Chief of Chemical Warfare Service, A-2, and G-2's of War Department and Ground Forces, regarding developments in chemical warfare.
3. Prepares chemical warfare digests and summaries of information for

PLANNING SECTION

Chief of Section (g)
1. Prepares T/O's for new type chemical units.
2. Recommends appropriate changes in existing T/O's for chemical units.
3. Makes studies of and recommends chemical personnel requirements to meet demands of Air Force increases and/or changes in organization.
4. Prepares chemical section of Army Air Force training directives.

OPERATIONS SECTION

Chief of Section (g)
1. Keeps informed of activation status of Air Force chemical units.
2. Maintains up-to-date data on personnel strength of active units.
3. Keeps revised station list of Air Force chemical units.
4. Keeps check on state of training of Air Force chemical units.
5. Keeps check on status of chemical warfare training of all Air Forces per-

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5. Processes matters in connection with service test of chemical equipment and supplies.
6. Maintains close liaison with Office, Chief of Chemical Warfare Service, regarding development and standardization of chemical equipment.
7. Makes studies covering the improvement of chemical equipment based on field experience.
8. Makes appropriate recommendations covering matters of Chemical Warfare Service supply.
9. Maintains records pertaining to the foregoing.
10. Makes necessary inspections in connection with the above, in accordance with approved plans, policies and directives.

Assistant Chief of Section (h)
1. Works under the direction of Chief of Section.

Administrative Assistants (i)
1. Perform clerical and stenographic work for entire section.

movement of specific items of Chemical Warfare supply and equipment as required by circumstances or as directed by higher authority.
5. Revises Organization Equipment lists in accordance with approved changes in T/BA's.
6. Checks maintenance of chemical supplies and equipment by Air Forces chemical units and makes recommendations regarding storage and maintenance facilities.
7. Keeps constantly revised list of those Air Force chemical units which are ready for immediate combat assignment in as far as equipment is concerned.
8. Maintains records pertaining to the foregoing.
9. Makes necessary inspections in accordance with approved plans, policies and directives.

Assistant Chief of Section (h)
1. Works under the direction of Chief of Section.

Administrative Assistants (i)
1. Perform clerical and stenographic work for entire section.

commanding General, Army Air Forces, when so directed.
4. Submits Air Force chemical warfare information to other agencies of the War Department, when authorized by competent authority.
5. Prepares information on chemical warfare matters for publication to Army Air Forces, in accordance with approved policies or as directed by competent authority.
6. Maintains records covering the foregoing.

Administrative Assistants (i)
1. Perform clerical and stenographic work for Chief of Section.

5. Prepares standards of training for Force chemical units.
6. Plans training literature for chem units of Air Force.
7. Makes studies of and recommends c in training methods of Air Force units and reviews recommendations Force chemical officers in that r
8. Prepares forms for reports to be mitted by Air Force chemical unit ing training, personnel, etc.
9. Makes recommendations as to the attendance of Air Force chemical at service schools. Recommends di tribution of school vacancies made available to Air Force CWS enlist personnel.
10. Maintains records covering the for
11. Makes necessary inspections in acc with approved plans, policies and directives.

Assistant Chief of Section (h)
1. Works under the direction of Chief Section.

Administrative Assistants (i)
1. Perform clerical and stenographic for entire section.

NOTES:

(a) Brigadier General or Colonel
(b) Colonel or Lieutenant Colonel
(c) ENLISTED
Technician, 3d Grade, Stenographer (213)
(d) ENLISTED
Warrant Officer, (jg) or Master Sergeant, Chief Clerk (052)
(e) Shall consist of:
ENLISTED
1. One Staff Sergeant, Stenographer and personnel clerk (052)
2. Two Technicians, 4th Grade, Clerks (213)
3. One Technician, 5th Grade, Messenger (878)

OR
CIVILIAN
Clerk-Stenographer (General) CAF 310-4 Position #229

OR
CIVILIAN
Senior Clerk (General) CAF 130-5 Position #35

OR
CIVILIAN
1. One Assistant Clerk-Stenographer (Personnel) CAF 230-3 Position 198A
2. One Junior Clerk-Stenographer (Property and Supply) CAF 632-2 Position #407
3. One Junior Clerk (Mail, Record and File) CAF 420-1 Position #376
4. One Messenger, CU-110-3 Position #4002

(f) Lieutenant Colonel
(g) Major
(h) Captain
(i) Shall consist of:
ENLISTED
1. One Sergeant, Stenographer (213)
2. One Technician, 4th Grade, Stenographer (213)
3. One Technician, 5th Grade, Clerk, Administrative, (055)

OR
CIVILIAN
1. Two Junior Clerk-Stenographers (General) CAF 310-2 Position #227
2. One Under Clerk-Typist (Mail, Record and File) CAF 420-1 Position #376

(j) Shall consist of:
ENLISTED
1. One Staff Sergeant, Stenographer (213)
2. One Technician, 5th Grade, Clerk, Administrative (055)

OR
CIVILIAN
1. One Clerk-Stenographer (General) CAF 310-4 Position #229
2. One Under Clerk-Typist (Mail, Record and File) CAF 420-1 Position #376

TOTAL PERSONNEL:

Officers, 13
Enlisted Men or Civilians, 20

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movement of specific items of Chemical Warfare supply and equipment as required by circumstances or as directed by higher authority.
5. Revises Organization Equipment lists in accordance with approved changes in T/BA's.
6. Checks maintenance of chemical supplies and equipment by Air Forces chemical units and makes recommendations regarding storage and maintenance facilities.
7. Keeps constantly revised list of those Air Force chemical units which are ready for immediate combat assignment in as far as equipment is concerned.
8. Maintains records pertaining to the foregoing.
9. Makes necessary inspections in accordance with approved plans, policies and directives.

Assistant Chief of Section (h)
1. Works under the direction of Chief of Section.

Administrative Assistants (1)
1. Perform clerical and stenographic work for entire section.

communicating General, Army Air Forces, when so directed.
4. Submits Air Force chemical warfare information to other agencies of the War Department, when authorized by competent authority.
5. Prepares information on chemical warfare matters for publication to Army Air Forces, in accordance with approved policies or as directed by competent authority.
6. Maintains records covering the foregoing.

Administrative Assistants (1)
1. Perform clerical and stenographic work for Chief of Section.

5. Prepares standards of training for Air Force chemical units.
6. Plans training literature for chemical units of Air Forces.
7. Makes studies of and recommends changes in training methods of Air Force chemical units and reviews recommendations of Air Force chemical officers in that respect.
8. Prepares forms for reports to be submitted by Air Force chemical units covering training, personnel, etc.
9. Makes recommendations as to the attendance of Air Force chemical officers at service schools. Recommends distribution of school vacancies made available to Air Force CWS enlisted personnel.
10. Maintains records covering the foregoing.
11. Makes necessary inspections in accordance with approved plans, policies and directives.

Assistant Chief of Section (h)
1. Works under the direction of Chief of Section.

Administrative Assistants (1)
1. Perform clerical and stenographic work for entire section.

sonnel.
6. Co-ordinates and reviews personnel requisitions for Air Force chemical units.
7. Makes recommendations concerning transfer of chemical units between Air Forces.
8. Makes recommendations concerning transfer of chemical officers between Air Forces.
9. Reviews and recommends action on proposed standards of training, training literature and reports on chemical units.
10. Keeps constantly revised list of those Air Force chemical units which are ready for immediate combat assignment in so far as personnel and training are concerned.
11. Maintains records on foregoing.
12. Makes necessary inspections in accordance with approved plans, policies and directives.

Assistant Chief of Section (h)
1. Works under the direction of Chief of Section.

Administrative Assistants (1)
1. Perform clerical and stenographic work for entire section.

OR

CIVILIAN

Clerk-Stenographer (General) CAF310-4 Position #229

OR

CIVILIAN

ief Clerk (052)

Senior Clerk (General) CAF 130-5 Position #35

OR

CIVILIAN

onnel clerk (052)

1. One Assistant Clerk-Stenographer (Personnel) CAF 230-3 Position 193A
2. One Junior Clerk-Stenographer (Property and Supply) CAF 532-2 Position #407
3. One Junior Clerk (Mail, Record and File) CAF 420-1 Position #376
4. One Messenger, CU-110-3 Position #4002

OR

CIVILIAN

113)
rative, (055)

1. Two Junior Clerk-Stenographers (General) CAF 310-2 Position #227
2. One Under Clerk-Typist (Mail, Record and File) CAF 420-1 Position #376

OR

CIVILIAN

trative (055)

1. One Clerk-Stenographer (General) CAF 310-4 Position #229
2. One Under Clerk-Typist (Mail, Record and File) CAF 420-1 Position #376

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HEADQUARTERS, ARMY AIR FORCES
WASHINGTON

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

MEMORANDUM FOR THE CHIEF OF AIR STAFF:

SUBJECT: Army Air Forces Chemical Warfare Policy

DISCUSSION

1. This study was initiated at the request of the Assistant Chief of Air Staff-3, Headquarters Army Air Forces, for the following purposes:

a. To evaluate and enumerate the capabilities, present and future, of chemical, bacteriological and incendiary agents and allied material as weapons for aerial employment.

b. To formulate an Air Forces policy on chemical warfare.

c. To outline the actions required to make this policy effective.

2. The facilities of Edgewood Arsenal, Maryland, and Camp Detrick, Maryland, agencies of the Chemical Warfare Service, have been utilized in the preparation of this paper. It has been reviewed and concurred in by the Chief, Chemical Warfare Service.

3. For the purposes of this paper, chemical warfare is defined as the aerial employment of chemical, bacteriological and incendiary agents, fire bombs, smoke, and allied weapons, and defense against like weapons in the hands of an enemy.

4. Chemical warfare is particularly adapted to strategic employment by reason of its high weight-efficiency ratio and pervasiveness or "extended effectiveness". The scope of its capabilities as a tactical weapon is limited only by the accuracy in direction and dosage with which it can be applied. Its application on a mass scale is most efficient through Air Power and this marks chemical warfare as a primary aerial weapon. As a consequence, responsibility for providing the principal impetus for its development as an air weapon rests squarely with the Air Forces. In recognition of this fact, the first purpose of this study is to state the capabilities of air chemical warfare. Other dependent purposes are stated in paragraph 1.

5. Offensive chemical warfare is carried out by three principal means — chemical, bacteriological and incendiary agents. Each group of agents has demonstrably major capabilities unmatched by any other known weapon when used in their proper application.

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a. Chemical agents. (1) The toxicological effectiveness of a chemical agent is technically measured by the results of the time of exposure of an individual to an effective concentration. Its military effectiveness can be gauged by the ability of the Air Forces to employ it in suitable concentrations against suitable targets. Expressed in terms of aerial employment, one B-29, carrying forty 500-lb phosgene (CG) filled bombs will produce a concentration over an area of 40,000 square yards which will have a lethal effect on all personnel unprotected for as short a time as thirty seconds. If personnel are unprotected for two minutes, one B-29 can achieve the same results over an area twice as great. Newer agents are some twenty-five times as effective as CG and will make it possible to get the same results with a much smaller amount of material or cover a far greater area without increasing the bomb load requirements Chemical warfare agents have reached super lethal toxicities and consequently enhanced capabilities as weapons of war. The primary task is to provide the means by which they can be effectively utilized by the Air Forces.

(2) An evaluation of chemical warfare entails its comparison on like terms, with weapons of other types. Gas is superior to high explosives when used against personnel. The principal reason gas is superior to the explosive munition is because its action is not confined to the impact area. It will travel and it will penetrate. These unique characteristics constitute superiority not only over the effects of conventional type high explosives but over those of atomic munitions as well. Indications lead to the belief that, at a distance of 2500 yards downwind from the impact area, the half mile front of a gas concentration generated by five B-29 bomb loads of CG will have greater lethal effect on unprotected personnel than that of an atomic bomb the same distance from the center of its impact area. The only reason this is not stated as a fact is the relative lack of data as to casualties caused by the atomic bomb. This "extended effectiveness" will be vastly augmented by the use of the new agents mentioned above, equal quantities of which will permit the coverage of a far greater area with a more lethal concentration, or by which concentrations of equal potency can be achieved by a materially smaller force. One agent, the most toxic known to man, is 2000 times as lethal as mustard gas. As compared to high explosives, gas persists -- another form of "extended effectiveness". Depending upon the agent and weather and terrain conditions, it may retain lethal or harrassing capabilities in an area for long periods of time.

(3) Another superior and unique characteristic of gas is that it is capable of being employed to knock out an objective

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without knocking it down. Its tasks can be accomplished without the widespread and oftentimes needless and wanton destruction brought about by high explosive or atomic munitions. The material devastation in certain areas of Germany and Japan has vastly complicated the problems of occupation. Better results in the breaking of the will of our enemies to resist might have been accomplished by the use of chemical warfare thus leaving more of the physical means for the necessary reconstruction of their national economies. Its operational application can be scientifically controlled and required expenditures for desired results accurately determined. If the objective is anti-personnel, it can be achieved without destructive and unwanted by-products. If the objective is materiel, the target can be so contaminated as to render it unusable for a given period of time without physically destroying it. In these respects gas is a superior weapon to the atomic bomb which is entirely destructive, both of personnel and material. Devastation follows the atomic bomb. The effect of gas is limited to the reduction of the power of resistance of the enemy and it leaves no devastation in its wake.

(4) The maximum effectiveness of certain chemical agents depends upon an ability to dispense them in the extremely divided form known as an aerosol. The development of very large capacity aerial instrumentalities for carrying war to the enemy will not only permit the utilization of great toxic aerosol bombs but probably will result in vehicles of supersonic speed being developed as aerosol producing and dispensing agencies in themselves. The evolution of facilities of this nature, combining the most effective agents and means of dispersion, will vastly extend the decisive capabilities of chemical warfare as an aerial weapon. Chemical warfare is capable of expansion and development matching the most advanced concepts of airpower in the future.

b. Bacteriological chemical warfare agents. (1) Intensive study of the military capabilities of bacteriological agents was initiated by ourselves and our allies during World Ward II because it became evident that our enemies were engaged in like investigations. The project was assigned a priority second only to that of the implementation of atomic weapons. Efforts along these lines have resulted in the development of agents which can be effectively employed against human, animal and vegetable life. Satisfactory anti-toxins against human and animal diseases, militarily employable, have been developed, thus permitting the employment of these agents with the assurance of reasonable protection to our own personnel and livestock.

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(2) Bacteriological chemical warfare agents can be employed with a minimum expenditure of materiel and equipment. They are difficult to detect and identify and defense requires the use of all resources. Many are highly transmissible. Some are highly persistent in their resistance to eradication. Those effective against humans can be used to produce results ranging from lingering sickness or incapacity to a high rate of mortality, with the side results of saturating the facilities for medical treatment and consequent fear and panic. Those effective against domestic animals are deadly and highly contagious, requiring the most drastic control measures. In this connection, it would have been possible for the Japs to introduce an agent into this country via their paper balloons with a good chance that it would have decimated our live stock population before it could have been brought under control. Plant life can be effectively attacked. Vegetation can be defoliated for military purposes. Basic food crops can be materially reduced in productivity or totally destroyed. Ten tons of a certain chemical herbicide applied to irrigation waters will destroy 2500 acres of rice crops.

(3) Bacteriological chemical warfare agents like other chemical warfare agents, constitute a powerful strategic weapon very definitely adapted to aerial use. The tremendous effectiveness of bacteriological agents is due to their extremely high weight-efficiency ratio and to their spreading effect. This high degree of efficiency will permit a minimum number of aircraft or guided missiles employing bacteriological agents to achieve greater results than by means of other weapons, even including the atomic bomb. Present indications are that a missile having the same capacity as the German V-1 can carry a sufficient load of certain bacteriological agents to achieve anti-personnel results comparable to that of an atomic bomb. Bacteriological agents are especially adapted to employment by guided missiles and similar instrumentalities because they need not be laid down with pin-point accuracy to be effective and because their high weight-efficiency ratio makes them effective in extremely small amounts. The means of achieving wide dispersion of the minute quantities necessary for devastating results is a problem yet to be solved. Each principal agent may require a distinct means of application or type of munition. A munition now under development is a half pound bomb, 970 of which can be contained in a 500 pound aimable cluster. A B-29 can carry a total of 38,800 such individual bombs. Loaded with certain bacteriological agents and used under favorable circumstances, each of these half pound bombs would have lethal capabilities far greater than a 500 pound high explosive bomb. A B-29 load of the latter munition, dropped in a field would leave craters having a nuisance value to the farmer but not particularly deadly otherwise. A B-29 load of bacteriological "shell bombs" dropped in the same area would have the capability of creating a devastating epidemic among humans or livestock or both.

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(4) The decision has been made to continue intensive research and development work on bacteriological warfare. The research center now set up under the Chemical Warfare Service is preparing for a long term program of activity. Support of this work and close coordination of its potentialities with the essentially offensive doctrine of the Air Forces is absolutely imperative. Neglect of so potent a means of warfare by the agency best fitted to employ it would constitute an unconscionable threat to our national security.

c. Incendiary agents and fire bombs. (1) The effectiveness of incendiaries and fire bombs is best illustrated by the results obtained by their use in World War II. The most extensive damage ever produced by a single aerial bombardment mission was achieved with a 100% load of incendiary bombs. Experience in actual employment in all theaters has shown conclusively that incendiary bombs are at least five times as effective as high explosives in the reduction of objectives sufficiently inflammable to support a continuing fire. In the present world nearly all strategic targets are susceptible to extensive damage or destruction by incendiary munitions. Targets susceptible of major damage or destruction by incendiary attack are not confined to the flimsy type of residential construction common in Japan. The modern Mitsubishi air frame and assembly plant in Nagoya, Japan, larger than Willow Run, and containing more than one-fifth of Japan's combat aircraft assembly facilities was rendered completely inoperative by incendiary attack.

(2) Incendiary munitions will cause more intensive damage than high explosives to targets which are vulnerable to the action of intense heat. Such damage can be produced either by the heat engendered by the combustion of inflammable materials in the target area or by the high temperatures of the incendiary bombs themselves. There is reason to believe that future developments will produce incendiary bomb fuels which will cause intensive damage even in the absence of readily inflammable target material. In addition, incendiary munitions have already been developed and produced by the Chemical Warfare Service which include a highly toxic element without sacrificing the incendiary effect. The M50-T four pound incendiary toxic bomb produces initial concentrations, under favorable circumstances, twice as lethal as phosgene.

(3) Conventional incendiary munitions are applicable to tactical operations. The flamethrower early demonstrated the value of flame and fire as a tactical and anti-personnel weapon. Fire bombs were the answer to the need for an aerial flamethrower. Hastily improvised, their employment in critical situations under actual battle conditions proved fire bombs to be far more effective than high explosives in dislodging or destroying personnel in fox holes, pill boxes or other semi-fortified positions.

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Carried by fighters in low level or glide attacks they were also highly efficient against troop and materiel concentrations whether in the open or under forest cover. During the last crowded days of the European war fire bombs and conventional incendiaries proved to be outstandingly effective against railroad rolling stock, truck columns, supply dumps and local strong points or centers of resistance. These and similar uses can be greatly developed and techniques improved upon. The tremendous potentialities of this type of weapon can be realized by the development of munitions aerodynamically designed for use by high speed attack aircraft or guided missiles. Improved plasticized fuel fillings are under development which will vastly increase the capabilities of this weapon. The application of the fire bomb principle to rocket use is practical.

(4) Unlike other chemical warfare weapons, there was no prohibition during World War II against the unrestricted use of incendiaries and fire bombs. In spite of this, the lack of understanding of their effectiveness and an unwillingness on the part of commanders to exploit their possibilities retarded their effective application until the last stages of the war. The present state of development of incendiaries and fire bombs is only a fraction of their future potentialities. Fire is a devastating and decisive weapon of aerial warfare.

d. Radioactive agents. (1) One of the possibilities of the processes of atomic fission is the imparting of radioactivity to normally inert materials, including solids, liquids and gases. With suitable aerial dispensing techniques the anti-personnel capabilities of such substances are incalculable. Physiological effects similar to those achieved by chemical agents are possible to a greatly augmented degree. The possibilities in this field warrant intensive investigation not only from the viewpoint of developing a new and powerful air chemical warfare weapon but also by reason of the necessity for evolving defensive measures. The Chemical Warfare Service is presently engaged in producing masks and other protective devices for personnel exposed to radioactivity in various phases of the atomic bomb test project.

(2) Aerial munitions capable of dispersing a radioactive aerosol in large volumes over wide areas are conceivable. Research into the capabilities of radioactive materials employed other than as high explosives must be carried out with the active and informed support of the Air Forces.

e. Smoke. While not a weapon of offense in itself, smoke has major applications in support of other weapons and arms both from the offensive and defensive viewpoints. Its employment is of particular interest to the Air Forces. Visual precision bombing of

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specific targets can be hampered or prevented by smoke munitions and equipment presently available. While the difficulties appear great at present, a smoke which will shut the eyes of radar is a possible Chemical Warfare Service development. Smoke aerially employed can prevent hostile detection of and effective resistance to offensive operations. Airborne troops can be concealed throughout their descent from the plane from which they are dropped to the point of assembly on the ground. Beach landings, river crossings, large scale land envelopments and smaller local operations can be successfully screened by the use of aerial smoke. Anti-aircraft installations can be blinded by enveloping them in smoke. Smoke is the most effective means of visual communication in the assembly of bomber formations, air-sea rescue operations and for the marking of bomb release lines and zones of bombardment on the ground. Newly developed, non-flaming type intensely colored smokes will vastly increase the efficiency of such applications of this munition in the future.

6. Defensive capabilities. The scope and decisive character of chemical warfare is such that it will inevitably be exhaustively explored and exploited by all major military powers. The development of defensive equipment, materiel, and technique must keep pace, not only with our own progress in offensive capabilities but with that of all possible enemies as well. As the major factor in the outcome of future warfare, air power must be prepared to withstand the first and heaviest blows of an aggressor. Air Forces installations and facilities will be priority targets for enemy attack from the air. They are, by their very nature, particularly vulnerable to chemical attack. Because chemical warfare is most effectively employed by aerial means, the Air Forces are necessarily largely concerned with the evolution of adequate and progressive means of defense against this form of aerial attack. The closest coordination with agencies charged with the development of defensive equipment is necessary in order that the special needs of the Air Forces are kept under constant review and consideration.

7. To repeat, chemical warfare has unique and decisive capabilities as a weapon of war. It encompasses all of the known means of reducing the will of an enemy to resist -- fire, fear and famine, disease, destruction, and death, and is the only weapon which does. Unlike other weapons, it possesses the quality of "extended effectiveness", in time and space. It is a distinct means of warfare, not merely a piece of aerial armament. A failure to fully appreciate it as a potentially decisive factor in future warfare might be militarily disastrous.

8. Chemical warfare is now and surely will be explored and exploited by all powers regardless of moral or political inhibitions. A watch-and-wait policy toward its development is unrealistic and a threat to our national security. Complete physical preparedness and a public conditioning to its initiation and continued employment is imperative. It is not necessarily a retaliatory weapon but a distinct and positive offensive means and technique

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of warfare capable of being a decisive factor in military operations. It exerts a distinct influence on all tactics and techniques of warfare.

9. The United States, by reason of its resources in material and technical capabilities, industrial capacity and dominant air power is better fitted for the development and decisive employment of chemical warfare than any other nation.

10. To repeat once more: The application of chemical agents on a mass scale is most efficient through air power and this marks chemical warfare as a primary air force weapon. The continued and relentless development of aircraft, guided missiles and similar carriers, to which the Air Forces is committed, is militarily short-sighted unless accompanied by the parallel and equal evolution of the most effective munitions and agents for these instrumentalities to employ against an enemy.

11. A positive and comprehensive Air Forces chemical warfare policy is imperative. Procedural policies presently governing chemical warfare activities in the Air Forces have, in the past, not recognized its capabilities as a weapon. The offensive doctrine has been prosecuted solely with regard to incendiary agents and that only as the result of the efforts of a few well-informed and far-sighted staff officers and field commanders in the face of opposition and in spite of the lack of a recognized major policy. The effective utilization of chemical warfare can only be achieved if it is firmly incorporated in the essentially offensive doctrine of the Air Forces.

12. A decision to enunciate a policy must be based upon a cold appraisal and acceptance of the value and desirabilities of the objectives to be achieved thereby. The promulgation of a policy is insufficient in itself. There must be also the determination and machinery to carry it out to its fullest effectiveness. An Air Forces policy which recognizes chemical warfare as a decisive aerial weapon must also recognize that it entails functions and responsibilities which must be carried out. It is important that the functions and responsibilities required to bring it to and keep it at the required level of effectiveness, not be eliminated or subordinated to agencies or activities not connected with it or with the achievement of the desired objectives.

ACTION RECOMMENDED

1. An acceptance of the statements contained in the preceding paragraphs will indicate the need for the establishment of an Army Air Force Chemical Warfare Service policy under which action can be taken by all echelons of the Air Forces in accordance with the importance of the weapon. The following is suggested as such a policy.

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"The Air Force recognizes chemical warfare as a distinct means and technique of waging offensive war which has outstanding capabilities and potentialities. It is predominately and particularly adapted to aerial employment. It provides a highly efficient, economical, and versatile weapon, the use of which will profoundly influence the tactics and technique of all other methods of warfare. It is capable of becoming a major and decisive factor in military operations and must be exploited to the fullest extent as an aerial weapon as an essential concomitant to the achievement of a dominant air power.

Air chemical warfare planning, research, development, production, indoctrination, training and the evaluations of effective tactics and techniques for its employment will be carried forward to a degree commensurate with its decisive importance.

All applicable facilities and energies of the Air Forces must be devoted to the achievement and maintenance of a complete state of readiness to employ chemical warfare, not as a retaliatory measure, but initially and relentlessly."

2. The following specific action should be taken to effectuate the above suggested policy:

a. The policy should be approved and published to all staff and field echelons of the Air Forces. Such unequivocal instructions covering administrative, organizational, technical, training, supply and intelligence phases of the policy as will insure its complete and effective implementation should accompany the statement of the policy.

b. The necessity for the most advanced research and development of weapons for chemical warfare air use should be recognized and specialist technical chemical warfare personnel should be assigned to key positions wherever needed to influence this development. These positions are obviously needed in the Air Force Board, the Air Force Proving Ground Command, Air Force laboratories, Edgewood Arsenal and Dugway Proving Ground. Other positions will be developed by progress. The officers assigned to these positions should be provided with suitable organizations comprising necessary assistants, both commissioned and enlisted, to enable them to carry out their work. The Technical Branch of the Air Chemical Office should be enlarged. This will involve the assignment of one more officer and one civilian of a professional grade at least.

c. All steps necessary to effectuate the storage and distribution of chemical warfare materiels by the Air Forces should be taken. This will involve the allocation of the necessary storage space in present Army Air Force depots and/or the building of depots to take care of the quantities required, and the authorization of the personnel required for operation.

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d. Specific decision should be made that chemical warfare supply will not be lumped with any other business, since it represents the materiel of a separate mode of warfare and requires storage, surveillance, and handling by specialized personnel and, in many cases, in specialized storage places.

e. Training of personnel in all echelons of the Air Forces in the capabilities and in the application of air chemical warfare must be accomplished by adequate presentation of the subject in all phases of the Air Forces training program. The higher staff levels, and field commanders particularly, must be thoroughly indoctrinated. The accepted policy will be ham-strung if the present misunderstanding, ignorance, distrust and fear of chemical warfare is not dispelled by constant and capable exposition of its potentialities. Effective employment of air chemical warfare will be possible only if field training is carried out in the fullest and most practical degree. Such chemical training must be conducted at all levels by chemical officers. A chemical "Service" school within the Army Air Forces, comparable to present Service Schools, directed and operated by chemical officers is essential. A Chemical Warfare Center (Arsenal) on a separate base, commanded by an Air Force officer of adequate rank, with a Chemical Warfare Service officer as Deputy, should be established to provide for an Air Chemical Service School, such research and development as may be required, testing of chemical materiel, tactics, and units, and a station for the activation and equipping of such units. Such a Center must be adequately supplied with test airplanes, flying personnel, meteorological station and such other flying aids as are needed.

f. The Army Air Forces Troop Basis must contain sufficient numbers of suitable Chemical Warfare organizations to permit the Air Chemical Warfare to do its job in peacetime and to provide the necessary cadres for expansion during war.

g. Tactics and technique for the effective employment of chemical warfare agents must be developed. Efficient adaptation of chemical munitions to aerial instrumentalities of attack and a comprehensive program of full scale field tests and operational exercises must be maintained. The experience of World War II in the employment of incendiary and fire bombs and smoke must be studied and capitalized upon. The most effective means of utilizing the newer agents and techniques must be explored and standardized.

h. A Chemical Intelligence Section should be organized to operate directly under the Assistant Chief of Air Staff -2. This Section should be composed of Chemical Warfare Service officers and should be charged with all Chemical Warfare Service intelligence applicable to Air Forces. In addition, at least one Chemical Warfare Service Officer from the Air Forces should be assigned to G-2 as part of the combined War Department set-up.

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i. Chemical warfare should be given consideration whenever any job of planning is being done by the Air Staff. Either personnel from the Office of the Air Chemical Officer should be invited to participate in such planning, to the extent necessary to make sure that chemical warfare is adequately considered, or qualified Chemical Warfare Service commissioned personnel, whose principal duty would be planning for chemical warfare, should be assigned to the Office of the Assistant Chief of Air Staff -5.

3. Having decided that chemical warfare is a distinct and decisive means of warfare having a definite bearing on basic doctrine and the success of air power, and having reached an understanding of what action is necessary to effectuate the accepted policy, it is necessary to determine the best means of assuring that this action is properly monitored, coordinated and supervised within the structure of the air forces. Experience in all fields of technical endeavor have shown that only by the assignment of experienced personnel with suitable rank, charged specifically with the responsibility for carrying out the specialized functions concerned, can the essential monitoring, cooridnation and supervision be accomplished. This personnel must be so organized as to be able to do these things efficiently. Some form of articulated service is indicated. The nomenclature of the agency or instrumentality required is not important. The manner in which it is constituted and operates is critical. The terms "integration", "corps", "service", and similar terms are confusing because they mean different things to different people and are involved with considerations which have exactly nothing to do with the picture, as a whole. It is not desired to quibble over words or titles. The following specific recommendations are made:

Chemical warfare should be represented in Air Force Headquarters by an Air Chemical Officer of sufficient rank and experience to represent the Commanding General in a manner commensurate with its importance as a major means of aerial warfare. General officer rank for the Air Chemical Officer is essential. An officer of lower rank cannot function effectively in the higher staff and operational levels and exercise proper staff and technical influence in keeping with the importance of his functions. Staff representation throughout all lower echelons should be established at the same level of relative rank so as to permit a direct chain of responsibility from the top to the lowest echelons of command. This vertical technical staff structure should be recognized as a specialized functional activity. The responsibility for the supervision of all chemical warfare activities of the Air Forces under the Air Staff should be charged to the Air Chemical Officer.

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By authority of the Chief, CWS
Date....24 Dec 43..Initials...

CHART OF AMMUNITION EXPENDITURE (ESTIMATED)
RETALIATORY GAS WARFARE BY THEATERS
G TO G 15

	AS OF 31 DECEMBER 1943(Note)				AS OF 30 JUNE 1944 (Note)			
	100#*** Vesicant Bombs		Non-Persistant Bombs		100# *** Vesicant Bombs		Non-Persistant Bombs	
	H	L	1000#	500#	H	L	1000#	500#
NATO *								
12th & 15th AF	40,577	4,509	7017	2623	25,349	2817	4,075	1,320
ETO *								
8th AF	37,231	4,137	7068	1057	66,079	7347	12469	2,457
SWP **								
5th AF	11,664	0[x]	1596	1316	11,030	0[x]	1707	935
S.P. **								
13th AF	5,118	0[x]	1000[y]	500[y]	5,118	0[x]	1000[y]	500[y]
C.P. **								
7th AF	5,118	0[x]	1000[y]	500[y]	5,118[y]	0[x]	1000[y]	500[y]
Asiatic **								
10th & 14th AF	4,744	1000[y]	1000[y]	1000[y]	5,839	1000[y]	1000[y]	1000[y]
Alaska **								
11th AF	1,500[y]	500[y]	500[y]	250[y]	1,500[y]	500[y]	500[y]	250[y]

Note: 15 days initial retaliatory action by air assumed in overwhelming weight of gas. Computations based on 70% of theater plane strength being operational, 150% of normal missions flown, at 75% of missions with gas and 25% HE.

Heavy bombers fly 100% bombing missions (50% vesicant & 50% non-persistant)
Medium bombers fly 90% bombing missions (50% vesicant & 50% non-persistant) 10% Spray Missions.
Light bombers fly 70% bombing missions (75% vesicant & 25% non-persistant) 30% Spray Missions.
Fighters & Fighter Bombers fly 70% Bombing Missions (100% non-persistant) and 30% Spray Missions.
Adequate spray tanks and vesicant fillings available in all theaters.

*Based on operations
**Estimated for requirements
***Vesicant filling for 100# bombs is based on 90% H and 10% L
xLewisite not provided for tropics
yEstimated minimum requirements

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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	144.05-15	Dec/41			AF Establishment	U	
14	144.05-16	May/45			Aircraft B-30	U	
18	144.05-16	Apr-May/45			Aircraft B-32	U	
26	144.05-17	Sppt/45			Summary to V-J Action	U	
123	144.06-1	Feb/44			Field Admin. Org.of the AF	U	
207	144.06-2	Jul/40			Procurement&Industries	U	
230	144.061	1941-45			Minutes of Comf.	U	
351	144.062	Apr/46			Material&Service Planning Board	U	
363	144.08-1	Feb/41			Plans Div.	U	
519	144.08-2	Nov/43	1		Progress Report-Airplanes	U	
622			2		Progress Report-Engines	U	
732			3		Progress Report-Propellers	U	
865			4		Progress Report-Gliders	U	
885			5		Progress Report-Targets	U	
897	144.08-2	Nov/43	6		Progress Report-Link Trainers	U	
903	144.08-3	Jun/43			Combat&Transport Airplanes	U	
913	144.08-4	1915-43			BarrageBalloons&Related Equip.	U	
1128	144.08-5	Feb-Mar/38			Material Div, Report	U	

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1148	144.08-6	Feb/45			Bomb Requirements	U	
1167	144.08-7	Jan/45			World Wide Aviation	U	
1183	144.09-1	Jun/27			Status of Airplanes	U	
1201	144.09-1	Nov/39			Location of Airplanes	U	
1210	144.09-2	1945			Supply of Maintance	U	
1250	144.09-3	Aug/43			Army AF Station	U	
1258	144.11-1	1946			Finance Services	U	
1304	144.11-2	Oct/43			Finance Services	U	
1321	144.12	ND			Air Chemical Office	U	
1328	144.12-1	ND			Chemical Warfare Policy	U	
1342	144.12-2	Dec/43			Ammunition Expenditure	U	
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